INTERSTATE 64 PENINSULA STUDY

VI. APPENDICES

Virginia Department of Transportation

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

INTERSTATE 64 PENINSULA STUDY

APPENDIX A:

LIST OF PREPARERS

VDOT Virginia Department of Transportation

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

APPENDIX A: LIST OF PREPARERS

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APPENDIX B:

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VDOT Virginia Department of Transportation

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

APPENDIX B: DISTRIBUTION LIST

The following is a list of the federal and state agencies, local governments and regional organizations that received the **Draft Environmental Impact Statement (EIS)** and are receiving this **Final EIS**.

Federal Agencies

Advisory Council on Historic Preservation, Office of Federal Agency Programs**

U.S. Army Corps of Engineers*

U.S. Coast Guard*

U.S. Department of Agriculture, Natural Resources Conservation Service, Chesapeake Office**

U.S. Department of Commerce, National Oceanic and Atmospheric Administration**

U.S. Department of Defense, Camp Peary**

U.S. Department of Housing and Urban Development**

U.S. Department of the Interior, Fish and Wildlife Service*

U.S. Department of the Interior, National Park Service*

U.S. Department of the Interior, Office of Environmental Project Review**

U.S. Department of the Navy**

U.S. Department of Transportation, Federal Railroad Administration**

U.S. Department of Transportation, Federal Transit Administration**

U.S. Environmental Protection Agency*

State Agencies

Virginia Department of Agriculture and Consumer Services

Virginia Department of Aviation

Virginia Department of Conservation and Recreation

Virginia Department of Environmental Quality

Virginia Department of Forestry

Virginia Department of Game and Inland Fisheries

Virginia Department of Health, Office of Drinking Water

Virginia Department of Historic Resources

Virginia Department of Housing and Community Development

Virginia Department of Mines, Minerals and Energy**

Virginia Department of Rail and Public Transportation

Virginia Economic Development Partnership

Virginia Institute of Marine Science

Virginia Marine Resources Commission

Virginia Outdoors Foundation

Local Governments

City of Hampton

City of Newport News

City of Richmond

City of Williamsburg

Henrico County

James City County**

New Kent County**

York County**

Regional Organizations

Hampton Roads Transportation Planning Organization**

Richmond Area Metropolitan Planning Organization**

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*Cooperating Agency – Any federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A state or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Native American tribe may, by agreement with the lead agencies, also become a cooperating agency.

**Participating Agency – Federal, state, tribal, regional and local government agencies that may have an interest in the project. Non-governmental organizations and private entities cannot serve as participating agencies.

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APPENDIX C: LIST OF TECHNICAL MEMORANDUMS AND DOCUMENTATION

VDOT Virginia Department of Transportation

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

APPENDIX C: LIST OF TECHNICAL MEMORANDUMS AND DOCUMENTATION

- ***Air Quality Technical Memorandum*** **(October 2012).**
- ***Alternatives Development Technical Memorandum*** **(December 2013)*.**
- ***Historic Properties Documentation*** **(October 2012).**
- ***Indirect and Cumulative Effects Technical Memorandum*** **(December 2013).**
- ***Natural Resources Technical Memorandum*** **(October 2012).**
- ***Noise Technical Memorandum*** **(December 2013)*.**
- ***Purpose and Need Technical Memorandum*** **(October 2012).**
- ***Right of Way Technical Memorandum*** **(October 2012).**
- ***Socioeconomic and Land Use Technical Memorandum*** **(December 2013)*.**
- ***Traffic and Transportation Technical Memorandum*** **(December 2013)*.**

*Updates since the **Draft Environmental Impact Statement (EIS)** are documented on an errata sheet in this memorandum.

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APPENDIX D:

REFERENCES

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APPENDIX E: ACRONYMS

VDOT Virginia Department of Transportation

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

APPENDIX E: ACRONYMS

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ABPP	American Battlefield Protection Program
ACHP	Advisory Council on Historic Preservation
APF	Area Protected from Fishing
CAA	Clean Air Act
CAAA	Clean Air Act Amendments of 1990
CCB	Center for Conservation Biology
CEQ	Council on Environmental Quality
CNE	Common Noise Environments
CO	Carbon Monoxide
Corps	U.S. Army Corps of Engineers
CSXT	CSX Transportation
CTB	Commonwealth Transportation Board
CWA	Clean Water Act
CZMA	Coastal Zone Management Area
dB(A)	A-Weighted Decibel Scale
DOT	Department of Transportation
EBL	Express Bus Lanes
EFH	Essential Fish Habitat
EIS	Environmental Impact Statement
EMIT	Easy Mobile Inventory Tool
ESA	Endangered Species Act
ESRI	Environmental Systems Research Institute
ETL	Express Toll Lanes
FE	Federal Endangered
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FRA	Federal Railroad Administration
FT	Federal Threatened
FTA	Federal Transit Administration
GIS	Geographic Information Systems
GPS	Global Positioning System
GRTC	Greater Richmond Transit Company
GWMA	Ground Water Management Area
HAPC	Habitat Area of Particular Concern
HCM	*Highway Capacity Manual*
HCS	Highway Capacity Software
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HUC	Hydrologic Unit Code
I	Interstate
I-295	Interstate 295
I-64	Interstate 64
I-664	Interstate 664
I-95	Interstate 95
ICE	Indirect and Cumulative Effects
IMR	*Interchange Modification Report*
IPaC	Information, Planning, and Conservation
LAFB	Langley Air Force Base
Leq	Equivalent Noise Level
LOS	Level of Service
LRTP	Long Range Transportation Plan
MM	Mile Marker
MOU	Memorandum of Understanding
MOVES	Motor Vehicle Emissions Simulator
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
MSL	Mean Sea Level
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
Navy	United States Department of Navy
NEPA	National Environmental Policy Act
NHD	Natural Heritage Division
NHPA	National Historic Preservation Act
NHS	National Highway System
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NOx	Nitrogen Oxide
NRCS	Natural Resources Conservation Service
NRI	National Rivers Inventory
NS	Norfolk Southern Railroad
NWI	National Wetlands Inventory
O_3	Ozone
PCB	Polychlorinated Biphenyl
PCE	Passenger Car Equivalent
PDC	Planning District Commission
PE	Preliminary Engineering
PM	Particulate Matter
PPM	Parts Per Million
PWC	Personal Water Craft
RMA	Resource Management Area
ROD	Record of Decision
ROW	Right of Way
RPA	Resource Protection Area
RSTP	Regional Surface Transportation Plan
SAV	Submerged Aquatic Vegetation
SE	State Endangered
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SSD	Stopping Sight Distance
ST	State Threatened
STIP	Statewide Transportation Improvement Program
STRAHNET	Strategic Highway Network
SYIP	Six-Year Improvement Program
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TPO	Transportation Planning Organization
TRB	Transportation Research Board
TSM	Transportation Systems Management
USCG	United States Coast Guard
USDA	United States Department of Agriculture
USDHHS	United States. Department of Health and Human Services
USDOD	United States Department of Defense
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geologic Survey
USM	Unified Stream Methodology

APPENDIX E: ACRONYMS

USNPS	U.S. National Park Service
USOMB	U.S. Office of Management and Budget
VCZMP	Virginia's Coastal Zone Management Program
VDACS	Virginia Department of Agriculture and Consumer Services
VDCR	Virginia Department of Conservation and Recreation
VDEQ	Virginia Department of Environmental Quality
VDGIF	Virginia Department of Game and Inland Fisheries
VDH	Virginia Department of Health
VDHR	Virginia Department of Historic Resources
VDRPT	Virginia Department of Rail and Public Transportation
VDOT	Virginia Department of Transportation
VEC	Virginia Employment Commission
VFWIS	Virginia Fish and Wildlife Information Service
VIMS	Virginia Institute of Marine Science
VMRC	Virginia Marine Resources Commission
VOC	Volatile Organic Compounds
VPA	Virginia Port Authority
VPD	Vehicles Per Day
VRE	Virginia Railway Express
VWPP	Virginia Water Protection Permit
WUS	Waters of the United States

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APPENDIX F:
GLOSSARY

VDOT Virginia Department of Transportation

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

APPENDIX F: GLOSSARY

Abatement-
diminution in amount, degree or intensity.

Aesthetics-
is a branch of philosophy dealing with the nature of beauty, art and taste, with the creation and appreciation of beauty.

Alternatives-
number of possible solutions to addressing the need for improvements.

Anadromous-
migrating up rivers from the sea to breed in fresh water.

Analyses-
detailed examination of the elements or structure of something, typically as a basis for discussion or interpretation.

Anthropogenic-
created by people or caused by human activity.

Basin-
a small enclosed or partly enclosed body of water.

Capacity-
the ability to hold, receive, store or accommodate.

Contraflow-
the altering of the normal flow of traffic, typically on a controlled-access highway.

Corridor-
a broad geographical band that follows a general directional flow connecting major travel destinations that may contain a number of streets, highways and transit route alignments.

Crash (Highway)-
an event that produces injury and/or property damage, involves a motor vehicle in transport and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway.

Culvert-
a sewer or drain crossing under a road or embankment.

U.S. Department of Transportation-
establishes the nation's overall transportation policy. Under its umbrella there are ten administrations whose jurisdictions include highway planning, development and construction, urban mass transit, railroads, aviation and the safety of waterways, ports, highways and oil and gas pipelines. The Department of Transportation was established by act of October 15, 1966, as amended (49 U.S.C. 102 and 102 note), "to assure the coordinated, effective administration of the transportation programs of the Federal Government" and to develop "national transportation policies and programs conducive to the provision of fast, safe, efficient and convenient transportation at the lowest cost consistent therewith".

De minimis-
lacking significance or importance so minor as to merit disregard.

Deficiencies-
the quality or condition of being deficient.

Degradation-
decline to a low, destitute, or demoralized state.

Deterioration-
the action or process of deteriorating the state of having deteriorated.

Earth Berms-
a narrow ledge or shelf, as along the top or bottom of a slope.

Ecological-
relating to the science of the relationships between organisms and their environments.

Encroachment-
is a term which implies "advance beyond proper limits".

Environmental Impact Statement-
report developed as part of the National Environmental Policy Act requirements, which details any significant adverse economic, social and environmental effects of a proposed transportation project for which federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.

Environmental Protection Agency-
an organization that's mission is to protect human health and the environment, works to develop and enforce regulations that implement environmental laws enacted by Congress, is responsible for researching and setting national standards for a variety of environmental programs and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance.

Ephemeral-
lasting for a markedly brief time.

Exacerbated-
to increase the severity, violence or bitterness of.

Federal Highway Administration-
a branch of the U.S. Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads and bridges. The Federal Highway Administration also administers the Federal Lands Highway Program, including survey, design and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads and other federal lands roads. The Federal Highway Administration became a component of the Department of Transportation in 1967 pursuant to the Department of Transportation Act (49 U.S.C. app. 1651 note). It administers the highway transportation programs of the Department of Transportation under pertinent legislation.

Foraging-
the act of looking or searching for food or provisions.

Functional Classification-
process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Geographic Information System/GIS-
computerized data management system designed to capture, store, retrieve, analyze and display geographically referenced information.

Groundwater-
naturally-occurring water that moves through the ground and underlying rock, at a depth of several feet to several hundred feet.

Hazardous Material-
any toxic substance or explosive, corrosive, combustible, poisonous or radioactive material that poses a risk to the public's health, safety or property, particularly when transported in commerce.

Highway-
any road, street, parkway or freeway/expressway that includes rights-of-way, bridges, railroad-highway crossings, tunnels, drainage structures, signs, guardrail and protective structures in connection with highways. The highway further includes that portion of any interstate or international bridge or tunnel and the approaches thereto.

APPENDIX F: GLOSSARY

Hydrophytic Vegetation-
plants that have adapted to living in aquatic environments. These plants are also called hydrophytes.

Infrastructure-
the underlying foundation or basic framework (as of a system or organization).

Interchange-
a collection of ramps, exits and entrances between two or more highways.

Intersection-
1) A point defined by any combination of courses, radials, or bearings of two or more navigational aids. 2) Used to describe the point where two roadways cross or meet.

Interstate Highway-
limited access, divided highway of at least four lanes designated by the Federal Highway Administration as part of the interstate system.

Interstate Highway System-
the system of highways that connects the principal metropolitan areas, cities and industrial centers of the United States. Also connects the United States to internationally significant routes in Canada and Mexico.

Level of Service-
the concept of levels of service uses qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions and comfort and convenience.

Macroinvertebrates-
animals that have no backbone and are visible without magnification.

Mile-
a statute mile (5,280 feet), all mileage computations are based on statute miles.

Mitigation-
to lessen in force or intensity.

National Environmental Policy Act of 1969-
established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

Proliferation-
to grow or multiply by rapidly producing new tissue, parts, cells, or offspring.

Public Meeting or Hearing-
gatherings for the purpose of informing and soliciting input from interested individuals regarding transportation issues.

Receptor-
locations that may be affected by noise.

Record of Decision-
the National Environmnental Policy Act defines ROD as a concise public record or decision preepared by the federal agency, pursuant to NEPA. The ROD contains a statement of the decision, identification of all alternatives considered, identification of the environmentally preferred alternative, a statement as to whether all practical means to avoid or minimize environmental harm for the alternative selected have been adopted (and if not, why they were not), and a summary of monitoring and enforcement where applicable for any mitigation (40 CFR 1505.2).

Right of Way-
the land (usually a strip) acquired for or devoted to highway transportation purposes.

Road-
An open way for the passage of vehicles, persons, or animals on land.

Scoping-
opportunity for exercising the faculties or abilities.

Segmentally-
divided or organized into segments.

Socioeconomics-
involving social as well as economic factors.

Stakeholder-
a person, group, organization, member or system who affects or can be affected by an organization's actions.

Subaqueous-
occurring, appearing, formed, or used under water.

Synopsis-
a brief summary of the major points of a written work, either as prose or as a table.

Topography-
detailed, precise description of a place or region.

Viability-
is the ability of a thing (a living organism, an artificial system, an idea, etc.) to maintain itself or recover its potentialities.

Watershed-
a specific geographic area drained by a major stream or river.

Wetland-
a land area that is saturated with water, either permanently or seasonally, such that it takes on characteristics that distinguish it as a distinct ecosystem.

INTERSTATE 64 PENINSULA STUDY

APPENDIX G:

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INTERSTATE 64 PENINSULA STUDY

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APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
1	Federal	United States Army Corps of Engineers	1.1	Please give the rationale as to why a Level of Service (LOS) of "C" was set as the goal along the entire mainline corridor, as it is our understanding that an LOS of "D" may be acceptable in urban settings, and therefore, might be appropriate at both ends of the project corridor. Assuming an LOS of "D" would be appropriate in these areas, what would be the reduction in impacts to waters of the United States, including wetlands? We note that some of the Interchanges and intersections are already being designed to an LOS "D" or less under all Build Alternatives.	A description of why Level of Service (LOS) C was set as the goal along the entire corridor is included in **Chapter I - Purpose and Need** of this **Final Environmental Impact Statement (EIS)**. This description states that "*A Policy on Geometric Design of Highways and Streets,* published by the American Association of State Highway Transportation Officials (AASHTO), is referenced in the Code of Federal Regulations and is used to provide the level of service standard for highways on the National Highway System (NHS), which includes Interstate 64 (I-64). The LOS standard for mainline operations along freeway facilities is LOS B in rural areas and LOS C in urban areas. Based on Federal Highway Administration (FHWA) guidelines, I-64 is considered both a rural and an urban freeway in different sections of the corridor. To be consistent, a goal of LOS C or better was established for the mainline sections of I-64. The same goal would be applied to the ramps and weave areas (the crossing of two or more traffic streams traveling in the same direction along a substantial length of highway) on I-64. Applying LOS D to the urban areas would not meet the project's identified Purpose and Need. General avoidance and minimization efforts are included in both **Chapter III – Environmental Resources, Impacts, and Mitigation, Section E** of this **Final EIS** and the ***Natural Resources Technical Memorandum***. The determination of location and extent of bridging cannot be determined at this time. However, it can be assumed that widening existing bridges would reduce the impacts to surface waters. Additional details on the avoidance and minimization efforts would be outlined in the design and permitting stages of an operationally independent section of the project corridor. All avoidance and minimization efforts and determination of the impacts to jurisdictional surface waters would be determined once the project proceeds to the design and permitting phase of the project corridor as described in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS**. A table summarizing the potential impacts to surface water applying a LOS D to the entire corridor is included in **Appendix I - Coordination in Response to Comments on the Draft EIS**.
1	Federal	United States Army Corps of Engineers	1.2	We recognize that alternatives such as railway improvements or Transportation Systems Management/Travel Demand Management (TSM/TDM) could not meet the project purpose and need as stand-alone alternatives. However, in combination, they might potentially allow a reduction in environmental impacts for any of the alternatives discussed in the DEIS, while sufficiently addressing the purpose and need. We recommend you consider these in various combinations along with your current alternatives.	As detailed in the description of the Transportation Systems Management (TSM)/ Travel Demand Management (TDM) Alternative found in **Chapter II - Alternatives Considered of this Final EIS**, TSM/TDM and the Passenger/Freight Rail Alternatives were examined both independently and in conjunction with each other. As described in this section the TSM/TDM opportunities for the I-64 corridor involve a number of elements, including encouraging transit as an alternative to driving by enhancing existing transit options, particularly in the urban areas. However, as stated in this section, it was determined that the TSM/TDM strategies would not provide any substantial improvement to the capacity nor remove enough vehicle trips required to obtain an acceptable LOS needed to meet the purpose and needs identified for the I-64 corridor, specifically the existing or design year 2040 capacity needs for traffic on I-64. Therefore, the TSM/TDM strategies alone would not meet the purpose and need of the EIS and were not carried forward for further study as an individual, stand alone alternative. However, this does not preclude the use of TSM/TDM improvements as part of the implementation of an operationally independent section under the Preferred Alternative. In reviewing the Passenger/Rail Alternatives it was also determined that the passenger and freight rail improvements that have been identified are not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable LOS needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. Further information on the reduction of vehicles on I-64 caused by new or improved rail lines and/or facilities within the I-64 corridor would also not address the roadway deficiencies and safety needs identified for the study. See Response 1.3 below for information on the anticipated reduction of vehicles on I-64 caused by new or improved rail lines and/or facilities. Overall, it was determined that rail improvements would not meet the purpose and need of the study and were not carried forward for further study. Since neither rail nor TSM/TDM would adequately meet the purpose and need, combing these Alternatives with other Alternatives would not result in a meaningful difference in meeting the purpose and need. However, as described in **Chapter II - Alternatives Considered** of this **Final EIS**, although passenger/freight rail improvements and TSM/TDM strategies would not meet the purpose and need as individual, stand alone alternatives they can be pursued independently or as part of the Preferred Alternative to provide for additional options for improving transportation conditions within the I-64 study area.
1	Federal	United States Army Corps of Engineers	1.3	How much passenger and freight traffic is estimated to be removed from I -64, both by CSX and Norfolk Southern rail, by the design year of 2040 (expressed in terms of percentage and numbers), and how might this affect traffic? How might consideration of future rail, in combination with the above-mentioned options, help reduce the project's footprint and impacts?	The information in **Chapter II – Alternatives Considered**, **Page II-3** (Passenger/Freight Rail section) of this **Final EIS** describes the *Richmond/Hampton Roads Passenger Rail Tier I Final EIS* prepared by Virginia Department of Rail and Public Transportation (VDRPT). As described in this section, in specifically examining the potential effects on traffic on I-64, the Tier I Final EIS states that a reduction of vehicles caused by diversion to rail would amount to approximately 0.7% to 2.3% reduction in traffic (1,000 vehicles per day) on I-64 when using 2025 traffic volumes. This fraction is small enough that the decrease in traffic would not be measurable, given the normal daily and seasonal fluctuations in traffic volume. If a travel time savings did occur on the I-64 or I-95 routes, the savings would likely be immediately offset by the induced demand of additional vehicles that would divert to the affected routes. Following the circulation of the **Draft EIS**, further coordination was held with the VDRPT in examining ways to project the 2025 passenger ridership information contained in the *Richmond/Hampton Roads Passenger Rail Tier I Final EIS* to design year 2040. Since the VDRPT *Final EIS* did not include data for the 2040 design year, the Study Team worked with VDRPT to extrapolate data in order to examine possible passenger rail uses in the year 2040. As part of the I-64 **Draft EIS** traffic studies, the Study Team developed growth rates that were used to project traffic from 2034 (the horizon year in the Tidewater Super-Regional Travel Model) to 2040. The growth rates (compounded per year) that were used in the traffic analysis were 0.7% per year in the Richmond Area Metropolitan Planning Organization (MPO) area, 1.5% in the rural section, and 1.1% per year in the Hampton Roads Transportation Planning Organization (TPO) area. In taking the highest of those three growth rates, 1.5% per year, and applying it to the 1,000 vehicles per day expected to be diverted off of I-64 in 2025 with buildout of the Richmond/Hampton Roads passenger rail project, the result would be approximately 1,250 vehicles per day diverted off of I-64 in the year 2040. This represents roughly 125 vehicles per hour during the peak hour. Under 2040 conditions, the AADT on I-64 is projected to range from a low of 70,400 AADT (between Exits 197-200 in Henrico County) to a high of 212,100 (between Exits 262-263 in the City of Hampton). Thus the expected diversion of vehicles off of I-64 represents 0.6%-1.7% of the total volume of projected traffic on I-64. Therefore it was determined that the passenger and freight rail improvements are not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs. New or improved rail lines and/or facilities within the I-64 corridor would also not address the roadway deficiencies and safety needs identified for the study. Overall, it was determined that rail improvements would not meet the purpose and need of the study and were not carried forward for further study. It was also determined that although the projected rail improvements would remove 0.6%-1.7% of the total volume of projected traffic on I-64, this reduction in traffic would not affect the overall traffic volume enough to reduce the number of needed lanes described for any of the build alternatives. Therefore there would be no reduction of the impact footprint of any of the build alternatives based on the projected rail improvements known as of the date of this study.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
1	Federal	United States Army Corps of Engineers	1.4	The toll diversion study in Appendix H of the Traffic Study shows that if Alternatives 2A/2B (the tolled alternatives) are selected, the impact on ancillary roadways could be an increase of 0-33% in traffic, which is a potentially substantial effect. However, the study does not address specifically the potential effects on those roads and communities, the duration of these effects, or the ancillary roads' pre- and post-LOS. If these alternatives are chose, further study is needed to address these potential impacts.	As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS,** the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
1	Federal	United States Army Corps of Engineers	1.5	Alternatives 1B/2B may more effectively minimize fragmentation of aquatic resources and wildlife and riparian corridors, than the other alternatives.	Comment noted.
1	Federal	United States Army Corps of Engineers	1.6	Once an alternative is selected, it may still be appropriate and practicable to widen to one side or to the other of the existing corridor in specific locations, to avoid any particularly valuable aquatic or other important resources.	As described in **Chapter II - Alternatives Considered, Section D** of this **Final EIS**, Alternative 1 (Preferred Alternative) allows for the option to widen to the outside of the existing road corridor or within the median to be determined on a section-by-section basis. The future development of these operationally independent sections would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO, and other state and federal resource and regulatory agencies. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this **Final EIS** is never built.
1	Federal	United States Army Corps of Engineers	1.7	We agree that traffic systems management and/or traffic demand management (TSM/TDM) improvements may also be pursued independently or as part of one of the Build Alternatives.	Comment noted.
1	Federal	United States Army Corps of Engineers	1.8	Prior to the submittal of a permit application, a full jurisdictional determination to identify all waters of the United States, including wetlands, will be required, utilizing the current methodology at that time.	Comment noted.
1	Federal	United States Army Corps of Engineers	1.9	We request that you include the following additional information in the FEIS to help us identify the Least Environmentally Damaging Practicable Alternative (LEDPA): -acreage and linear footage of these resources that are likely to be bridged, based in part on the resources that are currently bridged along the existing I-64 facility, and also on known hydraulic requirements. - since jurisdictional manmade ditches are typically not as valuable as natural streams and may not require as much or any compensation, we recommend that you differentiate the potential impacts to each of these within the project corridor, and present it comparatively for each alternative.	As described in **Chapter II - Comparison of Alternatives** and in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS** the Preferred Alternative would be funded and built in phases. General avoidance and minimization efforts are included in both **Chapter III – Environmental Resources, Impacts, and Mitigation, Section E** of this **Final EIS** and the ***Natural Resources Technical Memorandum***. The determination of location and extent of bridging cannot be determined at this time. However, it can be assumed that widening existing bridges would reduce the impacts to surface waters. All avoidance and minimization efforts and determination of the impacts to jurisdictional surface waters would be determined once the operationally independent sections proceed to the design and permitting phase.
1	Federal	United States Army Corps of Engineers	1.10	The DEIS describes ways in which stormwater impacts might be minimized during construction, but does not adequately address the project's potential long-term impacts on aquatic resources. While we recognize that this project may not be designed for some time, we recommend that you address in the FEIS the long-term treatment of storm water post-construction, including design storm year, and a preliminary estimate of the number, locations, and types of stormwater facilities. All facilities should be located outside of jurisdictional waters. In addition, we recommend that you incorporate the use of low impact development (LID) facilities, such as constructed wetlands or other designs, which may be more effective at removing sediment and other pollutants than traditional stormwater management facilities, while also potentially reducing direct impacts to aquatic resources.	The Virginia Department of Transportation (VDOT) is committed to implementing applicable stormwater management and pollution control measures as part of the project. VDOT's practice is generally to maintain both water quality and quantity post-development equal to or better than pre-development, as described at the time of this study in *Minimum Requirements for the Engineering, Plan Preparation and Implementation of Post Development Stormwater Management Plans (Instructional and Informational Memorandum Number: IIM-LD-195.7, VDOT – Location and Design Division).* One of the mitigation measures used to achieve this goal is the implementation of a monitoring program to measure pollutant concentrations at several outfall locations before, during, and after construction. If pollutant levels exceed established thresholds, actions would be taken to mitigate impacts and the affected public would be notified as required. Additional details on the post-construction stormwater management plan would be developed during the design stage of the project. Nevertheless, the plan would be developed in accordance with the most up-to-date federal and state regulations. If newer technologies or state of the art practices that are less intrusive on the environment but just as effective can be implemented in the project, then they would be considered further.
1	Federal	United States Army Corps of Engineers	1.11	The DEIS notes that seven drinking water reservoirs have been identified within the project study area. In addition to providing the information above, please explore further the potential impacts of the project on these facilities' operations and water quality, and include this information in the FEIS. As part of this effort, please coordinate with the appropriate officials for each facility, providing them information on the potential impacts both during and post-construction. Their recommendations to minimize impacts on these resources and the operation of the facilities should be included in the FEIS, as well as incorporated into the preliminary and final designs of the project.	As described in **Chapter III - Environmental Resources, Impacts and Mitigation** of this **Final EIS**, the required and appropriate erosion and sediment control practices would be followed to avoid and minimize water quality impacts to any surface water, including the reservoirs. As part of project coordination, FHWA and VDOT solicited comments from the Lee Hall Reservoir / Newport News Reservoir staff. While other reservoirs are located in the vicinity of the project corridor, the Lee Hall Reservoir / Newport News Reservoir is the only reservoir located within the project study limits. Comments from representatives with the Lee Hall Reservoir / Newport News Reservoir are included in **Appendix I - Coordination in Response to Comments on the Draft EIS** of this **Final EIS**. As described in this letter, design and construction of improvements to this section of I-64 would need to address stormwater management, erosion and sediment control, and fuel storage and handling for construction equipment. Reservoir staff also offered data on the topography of the reservoir and recommended that the design take advantage of median area to minimize impacts to the shoreline and near-shore habitat areas. As described in **Chapter III - Environmental Resources, Impacts and Mitigation** and in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS** during the final engineering design and permitting phase, investigations would be completed that examine designs to minimize impacts to the reservoir and address other concerns raised by the reservoir staff. As part of the permitting process, any unavoidable impact to the reservoir would be included in calculated impacts for Waters of the United States. Also during this phase, coordination meetings would be held with the appropriate resource and regulatory agencies along with Newport News reservoir staff to discuss impacts and mitigation measures for this area.
1	Federal	United States Army Corps of Engineers	1.12	Anticipated water quality impacts and new TMDL requirements will need to be thoroughly addressed, as they will be considerations in obtaining a Section 401 permit from the Virginia Department of Environmental Quality (VDEQ). A Section 401 permit must be obtained before we can issue any Section 404 permit.	Comment noted.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
1	Federal	United States Army Corps of Engineers	1.13	We designated the FHWA as lead Federal agency to act on our behalf with regard to Section 106 of the Natural Historic Preservation Act (NHPA) and Section 7 of the Endangered Species Act (ESA). In accordance with 50 CFR 600.920(b), the Corps hereby designates FHWA to conduct Essential Fish Habitat coordination pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (MSA) on our behalf as well.	Comment noted.
1	Federal	United States Army Corps of Engineers	1.14	Bridging is preferred for stream and wetland crossings, particularly where there are high-quality streams, large expansive wetland areas, organic soil bottomland wetlands, tidal waters and wetlands, threatened or endangered species habitat, or otherwise unique and valuable resource areas. Should new or replacement box or pipe culverts be installed, they must be countersunk below streambeds to allow for passage of aquatic species in accordance with the current requirements. In addition, if streams must be relocated, it is recommended that you incorporate natural channel design principles into the design.	Comment noted.
1	Federal	United States Army Corps of Engineers	1.15	Given the potentially significant amount of compensation that may be required, we recommend that you begin to locate and identify potential compensation options for wetlands and streams within the watersheds to be impacted.	Comment noted. As described in **Chapter III - Environmental Resources, Impacts and Mitigiation** and in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS** compensation would be finalized during the permitting process of an operationally independent section.
1	Federal	United States Army Corps of Engineers	1.16	The DEIS contains considerable qualitative detail in the Indirect and Cumulative Effects Memorandum, regarding past, present, and future road projects as well as development types and densities for each of the localities through which the corridor passes. For purposes of our review under Section 404, the development and road projects described in the Memorandum must be translated into impacts of aquatic resources. This may be done using your existing data, aerial photographs, USGS quadrangle sheets, National Wetland Inventory (NWI) maps, other GIS mapping, data from localities, our records, and other sources. The original aquatic resource impacts of the existing I-64 facility itself should also be estimated in this manner, as well as its secondary impacts, such the effects of any undersized culverts, stream channelization, or fragmentation of stream and wetland corridors. In addition, in order to address the impacts of reasonably foreseeable development that may result from the project, please consider and estimate the indirect effects and potential development as a result of the project, within a one-mile radius around each interchange, including the extent of aquatic resources present.	Land use within the I-64 study area is described in **Chapter III - Environmental Resources, Impacts and Mitigation, Section D** of this **Final EIS**. Described in this section are existing conditions and information from future planning efforts being undertaken by the three cities and four counties which I-64 passes through. Historically, the majority of the section of I-64 from the City of Richmond to the City of Hampton was constructed in the 1960s. At that time land use throughout this corridor was predominately forested and agricultural. As I-64 and other roadways were completed, urban areas along the corridor,,including the Cities of Richmond, Williamsburg, Newport News and Hampton grew and expanded. Continued development also included the construction of numerous residential and commercial facilities being built in the areas between the larger urban cities. Within the I-64 corridor, much of this development occurred in and around the interchange areas where travelers can access the interstate system. The development of property in Virginia is affected by naturally occurring conditions, such as but not limited to: topography, geology and presence of water resources along with man-made elements such as access, utility and service needs including water, sewer and power. Decisions as to the future development are governed by local governments through planning and land use controls and by the state and federal permitting process. The potential for future development is ever changing and therefore, the potential impacts to land use were calculated based on documented existing and future land uses taken from the most recent local planning efforts. In addition to this analysis, indirect and cumulative impacts are further described in **Chapter III - Environmental Resources, Impacts and Mitigation, Section I. Indirect and Cumulative Effects Assessment** and in further detail in the ***Indirect and Cumulative Effects Technical Memorandum.***
2	Federal	United States Department of the Interior (Office of Policy & Compliance)	2.1	The U.S. Department of the Interior (Department) has no comment on the Draft Environmental Impact Statement for the Interstate 64 Peninsula Study, from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton, Virginia.	Comment noted.
3	Federal	United States Environmental Protection Agency	3.1	The document is focused heavily on mitigation and little to no discussion on avoidance and minimization.	As described in **Chapter II - Alternatives Considered, Section A** of this **Final EIS,** the goals in developing Alternatives were to identify solutions that would meet the purpose and need while avoiding and minimizing impacts to the human and natural environments. At this stage in the study process conceptual designs were completed for each of the Alternatives. As the project progresses, more detailed design would be completed with the same project goals of developing solutions that would meet the needs and criteria while avoiding and minimizing impacts to the human and natural environments. As described for the 25 interchange areas, conceptual designs were investigated that would accommodate the future traffic, and assumptions were made and applied to each interchange to establish a study footprint that would allow for enough flexibility during the final design stage to accommodate other concepts not yet examined. Further engineering and traffic analyses would be performed at each interchange as the project progresses. During the Interchange Modification Report process, which is required by FHWA before any changes can be made to interstate interchanges, each of these interchange configurations would serve as a starting point to be further studied and refined with a more in-depth examination of the needs at each location, in order to produce a constructible design. Additional descriptions of avoidance and minimization efforts that would occur as the project moves forward can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS**.
3	Federal	United States Environmental Protection Agency	3.2	As the project moves toward a design phase, effort will be needed to identify functions and values of resources in the study area. It is anticipated that effort will be made to bridge as great a portion of the aquatic resources as possible during the design phase of the project.	Comment noted.
3	Federal	United States Environmental Protection Agency	3.3	Environmental Justice (EJ) methodology for indentifying communities of concern should be reviewed; other suggestions for EJ analysis are attached. Detailed comments on the DEIS are enclosed with this letter.	The Environmental Justice analysis was expanded and the revised results are included in **Chapter III – Environmental Resources, Impacts, and Mitigation, Section A.2** of this **Final EIS**. Potential Impacts to Environmental Justice populations will be reassessed, as necessary, during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.4	While the traffic is reported to slow at various interchanges, the current status of congestion and the statements that the congestion will continue to increase due to additional traffic in the future does not necessarily justify the entire project as presented in the DEIS P&N as shown in Figure 3A &3B. For example, the respective 2009 and 2010 reported average speed through the interchange of I-95/I-64 was 5 and 7 miles per hour slower than free flowing speed (of 55 mph) at peak travel times. This suggests the need for the expansion should be limited to the urban areas or simply stretches of roadway that is in need of improvement. It might be useful to identify and prioritize areas where improvements are imperative, and identify any area where less effort may be needed, to determine if impacts are reduced by tailoring improvements.	The goal of the study was to not only investigate known areas of concern but to comprehensively examine the entire 75-mile long I-64 corridor from the City of Richmond to the City of Hampton. As presented in **Chapter I - Purpose and Need** of this **Final EIS**, there is a range of traffic volumes that occur throughout the 75 miles with the highest volumes being on the urban sections at the far eastern and western ends of the project area. In addition to these sections, it was determined that two-thirds of the I-64 mainline (including 48 miles eastbound and 49 miles westbound) operates at a deficient LOS during 2011 Base Conditions. These conditions worsen in the design year 2040 with 67 miles eastbound and 58 miles westbound having a deficient LOS. However, although both the **Draft EIS** and **Final EIS** studied the entire corridor, the Preferred Alternative would be implemented via operationally independent sections as funding is identified. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this **Final EIS** is never built. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS**.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
3	Federal	United States Environmental Protection Agency	3.5	The Constrained Long Range Plans listed in the traffic model used to determine traffic demand for 2040 does not include the Hampton Roads Bridge-Tunnel nor Patriots Crossing (also known as the Third Crossing). As these projects tie into the DEIS and are currently in the NEPA and permitting process, the projects should be included in the overall traffic model analysis. These projects do not have independent utility and cannot be analyzed separate from one another. Of note, the proposed US Route 460 toll road is currently in the NEPA process and is factored into the traffic model.	As described in **Chapter I - Purpose and Need, Section 2A** of this **Final EIS,** future traffic volumes were projected to the design year 2040 using the Tidewater Super-Regional Travel Model, a VDOT travel demand model that incorporates the models and the future population and employment forecasts estimated by the Richmond Area, Tri-Cities, and Hampton Roads MPOs. The Tidewater Super-Regional Travel Model also encompasses the inter-regional areas (generally New Kent and James City Counties) between the City of Richmond and Hampton Roads metropolitan areas. The model includes all other projects within the corridor that are in the City of Richmond or Hampton Roads MPO/TPO's *constrained long range plans*, as well as the *Rural Long-Range Transportation Plan (LRTP)* for the Richmond Regional and Hampton Roads Planning Disctrict Commissions (PDC). Those projects form a part of the Base Conditions and the effects of these projects on I-64 traffic are accounted for in all 2040 No-Build analyses. Currently both the Hampton Roads Bridge Tunnel and the Patriots Crossing Projects are not on the current Constrained Long Range Plans and therefore they were not included in the future year model runs. However, as mentioned in **Chapter II – Alternatives Considered, Section C** of this **Final EIS,** due to the direct proximity of the Hampton Roads Bridge Tunnel Project, the analysis for the I-64/I-664 Interchange (Exit 264) has been coordinated with and uses the same information as the **Hampton Roads Bridge-Tunnel EIS**. Further engineering and traffic analyses would be performed when an operationally independent section is advanced that includes the interchange. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS**. In examining both the I-64 Project, the Hampton Roads Bridge Tunnel Project, and the Patriot's Crossing Project, FHWA and VDOT determined that each has independent utility and therefore they are all being studied separately.
3	Federal	United States Environmental Protection Agency	3.6	As presented in both the P&N chapter and Traffic and Transportation, it is unclear whether or not the new roadway plan will specifically address all deficiencies, or if the deficiencies can be corrected to current design specifications. The P&N states that there are 12 structures that cross over I -64 that do not meet current vertical clearances. Are these to be corrected as part of the expansion?	The study cost estimates assume that the identified roadway geometric deficiencies would be corrected including the necessary reconstruction of deficient structures. This is stated in **Chapter II - Alternatives Considered, Section C** of this **Final EIS** in describing that all of the Alternatives retained for detailed study were specifically designed to meet the purpose and need. It is also described in the construction cost assumptions shown in the ***Alternatives Development Technical Memorandum***, **Section D. Cost Estimates**, stating that it is assumed that all of the I-64 mainline and overhead bridges would be replaced. However, engineering design to address these structures would be further analyzed and refined during the final design phase for each operationally independent section and the necessary improvements to each would be identified and programmed as funding is identified. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS**. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this **Final EIS** is never built. In addition, as a result of further engineering design efforts it may be determined that full replacement or rebuild of certain structures may not be necessary depending on the improvements to the roadway sections that are happening in each area. The determination as to the type and extent of work needed for each structure to meet design criteria would be done as each structure is further analyzed.
3	Federal	United States Environmental Protection Agency	3.7	What is the projected reduction in traffic for tolling alternatives as a result of use of alternative routes (avoidance of the roadway)? What is the expected impact to the alternative parallel roadways to I-64 if tolling is put into effect? It's stated that US Route 60 could have an increase of 0-33% if I-64 is tolled. The DEIS does not provide adequate analysis of this or the impact of potential more efficient roadways and intersections will have once the increased traffic exits I-64 and travels on the ancillary roadways.	As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS,** the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
3	Federal	United States Environmental Protection Agency	3.8	What is the justification of Level of Service (LOS) "C" the required minimum for all sections of the of the I-64 corridor as modeled for 2040 traffic? Is this LOS too restrictive to fully evaluate all practicable alternatives if this project moves forward to the permitting phase? A LOS of "C" may not be the Least Environmentally Damaging Practicable Alternative (LEDPA) that the Corps is required to reach in light of the overall purpose and need during the permitting process. What would the overall impacts to WOUS if the design was at LOS "D"?	A description of why LOS C was set as the goal along the entire corridor is included in **Chapter I - Purpose and Need** of this **Final EIS**. This description states that "*A Policy on Geometric Design of Highways and Streets,* published by the American Association of State Highway and Transportation Official (AASHTO), is referenced in the Code of Federal Regulations and is used to provide the level of service standard for highways on the NHS, which includes I-64. The LOS standard for mainline operations along freeway facilities is LOS B in rural areas and LOS C in urban areas. Based on FHWA guidelines, I-64 is considered both a rural and an urban freeway in different sections of the corridor. To be consistent, a goal of LOS C or better was established for the mainline sections of I-64. The same goal would be applied to the ramps and weave areas (the crossing of two or more traffic streams traveling in the same direction along a substantial length of highway) on I-64." Preliminary analysis suggests that designing to LOS D would have limited reductions in the amount of wetland impacts. A table summarizing the potential impacts to surface water applying a LOS D to the entire corridor is included in **Appendix I - Coordination in Response to Comments on the Draft EIS**.
3	Federal	United States Environmental Protection Agency	3.9	EPA suggests the proponents further examine the Transportation Systems Management/Travel Demand Management (TSM/TDM) as a viable alternative. As stated in the document the TSM/TDM was not evaluated with 'major' improvements to the infrastructure. EPA suggests the TSM/TDM be reevaluated with major improvements to the infrastructure thereby addressing the geometric deficiencies impacting capacity and safety issues at interchanges. Without a fully vetted alternatives analysis such as this example which would presumably impact much less right of ways and WOUS, it will be difficult to identify the LEDPA.	As described in **Chapter II – Alternatives Considered, Section B** of this **Final EIS,** the TSM/TDM would involve only minor work to the existing I-64 corridor. TSM strategies improve traffic flow, improve signalization, convert existing general purpose lanes to managed lanes, improve intersections and implement traveler information programs. TDM encourages new driving habits through staggered commuting hours, telecommuting, car and vanpooling, ridesharing and the creation of park and ride facilities. A list of possible TSM/TDM opportunities is also included in this section. While some TSM/TDM strategies have the potential to result in slight reductions in peak hour traffic volumes or slight shifts in traffic away from peak hours and towards off-peak hours, they could not reasonably be expected to impact mainline traffic volumes on I-64 to the extent needed to preclude the need for mainline capacity improvements. In evaluating the 25 interchanges, TSM/TDM strategies could provide some improvements to existing geometric deficiencies such as capacity at the ramps, weaves and intersections and thus address some of the safety issues that arise from those deficiencies. However, TSM/TDM would not include any major work needed for interchange configurations such as reconstructing ramps and structures and therefore these deficiencies that contribute to the safety issues would continue. Overall, the TSM/TDM strategies would not provide any substantial improvement to the capacity nor remove enough vehicle trips required to obtain an acceptable level of service needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. Therefore, the TSM/TDM strategies alone would not meet the purpose and need of the **EIS** and were not carried forward for further study as an individual, stand alone Alternative. TSM/TDM improvements can, however, be pursued independently or as part of the operationally independent sections, to provide for additional options for improving the transportation conditions within the I-64 study area.
3	Federal	United States Environmental Protection Agency	3.10	EPA suggests study include within the alternatives analysis the phasing of the proposed alternatives. This phasing concept would be applied as presumably the roadway would not be expanded for all 75 miles at the same time of construction. It would be appropriate for the document to foresee how the project will proceed and if further NEPA documentation is expected to provide more detail on areas of concern.	As described in **Chapter II - Alternatives Considered, Section D** of this **Final EIS**, Alternative 1 (Preferred Alternative) allows for the option to widen to the outside of the existing road corridor or within the median to be determined on a section-by-section basis. The future development of these operationally independent sections would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO, and other state and federal resource and regulatory agencies. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS**.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
3	Federal	United States Environmental Protection Agency	3.11	EPA suggest the alternatives also include analyzing the segmenting of the proposed expansion to into three sections (metro Richmond, rural, and metro Hampton) to determine if the sections could meet independent utility. Similarly EPA suggests the study include the analysis of focusing on roadway improvements to intersections for 'major' improvements that would reduce the highest congestion as modeled for 2040 traffic? This could allow for the most congested intersections to be systematically addressed while meeting the purpose and need on a smaller scale as opposed to the entire 75 mile roadway at once.	As described in **Chapter I - Purpose and Need** of this **Final EIS,** the goal of the study was to comprehensively examine the entire 75-mile long corridor from the City of Richmond to the City of Hampton. However, although the **EIS** studied the entire corridor, the Preferred Alternative would be implemented via operationally independent sections as funding is identified. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS**.
3	Federal	United States Environmental Protection Agency	3.12	EPA suggests the lead agencies consider further evaluation of the potential for intermodal transportation along both rail line corridors. While the stated projected passenger ridership would be negligible at 0.7% to 2.3% reduction of vehicles at modeled 2025 traffic, the 2040 anticipated reduction was not provided or not projected and could be higher. Considering the passenger ridership at 2040 levels in combination with TSM/TDM (including interchange improvements) the overall LOS could improve with less WOUS and right of way impacts.	The information in **Chapter II – Alternatives Considered**, **Page II-3** (Passenger/Freight Rail section) of this **Final EIS** describes the *Richmond/Hampton Roads Passenger Rail Tier I Final EIS* prepared by VDRPT. As described in this section, in specifically examining the potential effects on traffic on I-64, the VDRPT Tier I Final EIS states that a reduction of vehicles caused by diversion to rail would amount to approximately 0.7% to 2.3% reduction in traffic (1,000 vehicles per day) on I-64 when using 2025 traffic volumes. This fraction is small enough that the decrease in traffic would not be measurable, given the normal daily and seasonal fluctuations in traffic volume. If a travel time savings did occur on the I-64 or I-95 routes, the savings would likely be immediately offset by the induced demand of additional vehicles that would divert to the affected routes. Following the circulation of the **Draft EIS**, further coordination was held with the VDRPT in examining ways to project the 2025 passenger ridership information contained in the *Richmond/Hampton Roads Passenger Rail Tier I Final EIS* to design year 2040. Since the VDRPT *Final EIS* did not include data for the 2040 design year, the Study Team worked with VDRPT to extrapolate data in order to examine possible passenger rail uses in the year 2040. As part of the I-64 **Draft EIS** traffic studies, the Study Team developed growth rates that were used to project traffic from 2034 (the horizon year in the Tidewater Super-Regional Travel Model) to 2040. The growth rates (compounded per year) that were used in the traffic analysis were 0.7% per year in the Richmond Area MPO area, 1.5% in the rural section, and 1.1% per year in the Hampton Roads TPO area. In taking the worst-case of those three growth rates, 1.5% per year, and applying it to the 1,000 vehicles per day expected to be diverted off of I-64 in 2025 with buildout of the Richmond/Hampton Roads passenger rail project, the result would be approximately 1,250 vehicles per day diverted off of I-64 in the year 2040. This represents roughly 125 vehicles per hour during the peak hour. Under 2040 conditions, the AADT on I-64 is projected to range from a low of 70,400 AADT (between Exits 197-200 in Henrico County) to a high of 212,100 (between Exits 262-263 in the City of Hampton). Thus the expected diversion of vehicles off of I-64 represents 0.6%-1.7% of the total volume of projected traffic on I-64. Therefore it was determined that the passenger and freight rail improvements are not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs. New or improved rail lines and/or facilities within the I-64 corridor would also not address the roadway deficiencies and safety needs identified for the study. Overall, it was determined that rail improvements would not meet the purpose and need of the study and were not carried forward for further study. It was also determined that although the projected rail improvements would remove 0.6%-1.7% of the total volume of projected traffic on I-64, this reduction in traffic would not affect the overall traffic volume enough to reduce the number of needed lanes described for any of the build alternatives. Therefore there would be no reduction of the impact footprint of any of the build alternatives based on the projected rail improvements known as of the date of this study.
3	Federal	United States Environmental Protection Agency	3.13	Alternative 1A & 1B (general lanes added) and 2A & 2B (tolling lanes added) are identical at this stage in terms of design and potential impacts. What would the potential impacts be once the tolling booths were incorporated into the design and layout of interchanges if in fact the proposed project were to be a tolled roadway?	As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS,** the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
3	Federal	United States Environmental Protection Agency	3.14	It would be assumed the mitigation required would be met through the use of banks. If banks are used, EPA suggests the mitigation sites used by the banks be within same HUC 12 or higher and located on the peninsula that I-64 is located. This will eliminate the chance for credits to be purchased for the use of off-setting the impacts to the expansion outside of the impacted area while still being located within a larger watershed. The vast amount of impacts to WOUS and developmental may lead to a situation where it may become difficult to eventually mitigate for the impacts.	Comment noted.
3	Federal	United States Environmental Protection Agency	3.15	It is understood that the roadway is in the watershed and/or crosses reservoirs used for public water supply. When more detailed information is developed, it will be necessary to look at alternatives to minimize risk of impacting water supply. Designs should be considered to minimize uncontrolled runoff in the watershed, minimize risk of a release of contaminants from the highway, etc.	Comment noted. Comments from representatives with the Lee Hall Reservoir / Newport News Reservoir are included in **Appendix I** - **Coordination in Response to Comments on the Draft EIS** of this **Final EIS**. Recommendations from the facility would be included in the future design. While other reservoirs are located in the vicinity of the project corridor, the Lee Hall Reservoir / Newport News Reservoir is the only reservoir located within the project study limits. All required and appropriate erosion and sediment control practices would be followed to avoid and minimize water quality impacts to any of the reservoirs.
3	Federal	United States Environmental Protection Agency	3.16	The document should further evaluate the potential impacts to already impaired watersheds as listed in Table 16 within the technical memorandum on a watershed by watershed analysis. The current information provided appears to be dismissive of the need to further evaluate the scale and scope of the expansion will have on water quality. This is especially important that the study evaluate the potential of the sub watersheds as well as the Chesapeake Bay as a whole including the newly issued TMDL.	The Total Maximum Daily Loads (TMDL) for the Chesapeake Bay, Brick Kiln Creek, Chickahominy River (and Chickahominy River and tributaries), Deep Creek, Gillies Creek, James River (Lower, Upper, Warwick River, and Tidal), King Creek, Mobjack Bay, Newmarket Creek and Southwest Branch of the Back River), Northwest Branch of the Back River, Queen Creek, Skiffes Creek, Skimino Creek, Southwest Branch (Upper) of the Back River, Ware Creek, and the York River (Lower and Middle) are not a part of the current VSMP Construction General Permit (GP) that expires 7/1/14. Project construction occurring after this date would need to be re-permitted under the new Construction GP, which would include the noted TMDLs if they have received approval by that time. The only additional requirement in the new Construction GP for TMDL sites is increased frequency of site inspections (typically 7 days in lieu of 14 days). If the project's stormwater management plan would be designed under current VSMP water quality criteria (part IIC for grandfathered projects), which assumes a 16% average land cover condition, it would be considered meeting the Chesapeake Bay TMDL requirements. Stormwater management plans drafted after the expiration for the current GP would incorporate water quality criteria that would meet the Chesapeake Bay TMDL requirements. The drainage system on this project (once completed) would become a part of VDOT's Municipal Separate Storm Sewer System (MS4), but there is no specific MS4 Permit coverage required for this project (only coverage under the Construction GP). A new MS4 Permit went into effect July 1, 2013; however, any requirements for erosion and sediment control, post construction stormwater management, and TMDLs in that permit would be satisfied by meeting the Construction GP requirements. Actions generally required for a MS4 include the following: Address TMDLs/Wasteload Allocations (WLA); 6 Minimum Control Measures (MCMs); 1. Public education & outreach; 2. Public involvement/participation; 3. Illicit discharge detection & elimination; 4. Construction site runoff controls; 5. Post-construction site runoff controls; 6. Pollution prevention/good housekeeping; Annual Progress Reports to the Department of Conservation and Recreation. TMDLs/WLAs actions required include the following: Conduct assessment of all properties (right of way and facilities) for sources of Pollutants of Concern (POC); Monitor outfalls if have POC source in their drainage area; Implement BMPs to reduce POC discharge – typically by 20-100% within urbanized area; Annual reporting of stormwater discharge and pollutant load from VDOT properties.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
3	Federal	United States Environmental Protection Agency	3.17	The EIS states that during construction, the applicable regulations for stormwater will be followed, but does not address how the proposed project will potentially affect the already impaired watersheds with the increased surface disturbance, filling of wetlands, increased impermeable surfaces, impacts from stream crossings, runoff, and potential pollutants from the roadway once the roadway is in use. EPA suggests the EIS discuss what efforts will be employed to avoid further impairment of the waterways and if need be, consider an alternates to avoid the impacts.	The project may affect already impaired waters by adding impervious surface, which could decrease infiltration and increase water volumes, temperature, pollutants, sediment, and velocity. Vehicles on the new roadway may also add to the amount of heavy metals and contaminates in the project area, in addition to salts and herbicides for roadway maintenance. To mitigate for these potential impacts, commitments already have been made to implement applicable stormwater management and pollution control measures as part of the project. With regard to construction, non-point source pollutants could possibly enter groundwater or surface water from stormwater runoff. To minimize these impacts, appropriate erosion and sediment control practices would be implemented in accordance with local, state, and federal regulations. These specifications also prohibit contractors from discharging any contaminant that may affect water quality. In the event of accidental spills, the contractor is required to immediately notify all appropriate local, state, and federal agencies and to take immediate action to contain and remove the contaminant. Minor long-term water quality effects could also occur as a result of increases in impervious pavement surfaces. Effective July 1, 2013, all proposed VDOT activities/projects (except routine maintenance activities) that disturb a total of one acre or more (2,500 square feet or greater in a designated Chesapeake Bay Preservation Area) would require coverage under the VSMP Construction Permit and would require compliance with the applicable water quality requirements contained in the VSMP Regulations. The requirements and special conditions of any required permits for work in and around surface waters would be incorporated into construction contract documents. All contractors would be required to comply with those conditions.
3	Federal	United States Environmental Protection Agency	3.18	The EIS acknowledges the development of the Chesapeake Bay TMDL; the EIS does not discuss or demonstrate how the proposed project will meet the TMDL allocations, offset any new or increased discharges or loads, or limit additional impairment of the water bodies as a result of the impacts associated with the construction of the roadway and additional SW runoff after construction. The Chesapeake Bay Program Watershed Model could support a general analysis of the potential increase in nitrogen, phosphorus and sediment delivered to the Chesapeake Bay resulting from an additional 75 miles of impermeable surface at these county and river segment scales.	The Chesapeake Bay Program Watershed Model is not calibrated to a scale that could be used to assess water quality impacts at the project level. As such, the direct impacts of the I-64 project on the TMDL cannot be quantified. Notwithstanding, the drainage area for the Chesapeake Bay is approximately 68,000 square miles; the entire proposed footprint of the roadway improvements is approximately 6 square miles (less than 0.00009% of the total Bay drainage area). The Chesapeake Bay TMDL, established by the U.S. Environmental Protection Agency (USEPA), is designed to achieve significant reductions in nitrogen, phosphorus and sediment pollution. Nitrogen, phosphorus, and sediment loads originate from many sources in the Bay watershed: • Point sources of nitrogen, phosphorus, and sediment include municipal wastewater facilities, industrial discharge facilities, CSOs, SSOs, NPDES permitted stormwater (MS4s and construction and industrial sites), and CAFOs. • Nonpoint sources include agricultural lands (AFOs, cropland, hay land, and pasture), atmospheric deposition, forest lands, on-site treatment systems, non-regulated stormwater runoff, stream banks and tidal shorelines, tidal resuspension, the ocean, wildlife, and natural background. (see response to Comment No. 3.16 for additional information on the MS4 Permit).
3	Federal	United States Environmental Protection Agency	3.19	EPA suggest the study go into detail concerning the avoidance of impacting WOUS by continued and future bridging of jurisdictional features. This would include the expansion of bridges, conversation of culverts to bridging, and all practicable measures to avoid placing fill in WOUS while still meeting the purpose and need of the project.	General avoidance and minimization efforts are included in both **Chapter III – Environmental Resources, Impacts, and Mitigation, Section E** of this **Final EIS** and the ***Natural Resources Technical Memorandum***. Further details on the avoidance and minimization efforts would be outlined in the design and permitting stages of the operationally independent sections of the project corridor. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS.**
3	Federal	United States Environmental Protection Agency	3.20	Federal agencies are also required to address issues raised in EO13508 "Protecting and Restoring the Chesapeake Bay Watershed" which includes restoring wetlands, streams, and riparian forest buffers, in addition to reducing nitrogen, phosphorous, sediment and toxic contaminants to meet water quality goals.	Commitments already have been made to implement applicable stormwater management and pollution control measures as part of the project. Commitments also have been made to mitigate unavoidable wetland and stream impacts. Also see responses to preceding comments along with the information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS.**
3	Federal	United States Environmental Protection Agency	3.21	The DEIS compiles reasonably foreseeable projects in the study area. It would be useful to try to express the quantity of resources that have been lost or degraded from the baseline to the present, and an estimate of potential impacts of future projects. Though it is understood that new growth will be done within the laws protecting natural resources, it has been historically true that resources have been degraded by development. This information can be used to identify resources that have been compromised by past activities, and may help target restoration and mitigation strategies.	Land use within the I-64 study area is described in **Chapter III - Environmental Resources, Impacts and Mitigation, Section D** of this **Final EIS**. Described in this section are existing conditions and information from future planning efforts being undertaken by the three cities and four counties which the I-64 study area passes through. The development of property in Virginia is affected by naturally occurring conditions, such as but not limited to: topography, geology and presence of water resources along with man-made elements such as access, utility and service needs including water, sewer and power. Decisions as to the future development are governed by local governments through planning and land use controls and by the state and federal permitting process. The potential for future development is ever changing and therefore, the potential impacts to land use were calculated based on documented existing and future land uses taken from the most recent local planning efforts. In addition to this analysis, indirect and cumulative impacts are further described in **Chapter III - Environmental Resources, Impacts and Mitigation, Section I** of this **Final EIS** and in further detail in the ***Indirect and Cumulative Effects Technical Memorandum.*** Also see Response 1.16 for additonal information on changes to the I-64 study area features.
3	Federal	United States Environmental Protection Agency	3.22	EPA is asking for additional clarification and detail on the stormwater improvements, potential types of systems and proposed locations, to upgrade systems from simple runoff conveyance. Please note that any stormwater management considered should not be placed in WOUS. EPA suggests that VDOT also consider stormwater practices that include measures to control runoff not just from new impervious areas but for existing pervious areas as well. EPA believes there are a number of stormwater retrofits that would promote opportunities for TMDL reduction that could improve water quality and quantity.	The location of stormwater improvements would be developed during the design phase of each operationally independent section. Also refer to the response to Comment No. 1.10. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS.**
3	Federal	United States Environmental Protection Agency	3.23	There is need to coordinate with State and Federal agencies (especially Fish and Wildlife Service (FWS). It is stated that response was not received from some agencies; this information is needed in the document. Coordination should be updated during the project to account for changes in the listing over time.	As part of the project scoping process, comments were requested from the U.S. Fish and Wildlife Service (USFWS) to determine the presence of federally-listed threatened or endangered species. In addition, the USFWS was invited to be a cooperating agency and to attend the agency coordination meetings and public meetings, and the **Draft EIS** was made available for their review and comment. No comments from the USFWS have been received to date, including no comments on the **Draft EIS**. The ***Natural Resources Technical Memorandum*** states that additional coordination with all agencies would be completed as operationally independent sections move into the design phase. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this **Final EIS** is never built. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS**. At that time, the appropriate state and federal agency searches would be conducted and the results submitted to the agencies for review and comment. In addition, coordination would continue with the agencies thoroughout the permitting phase of the project. This coordination would not be initiated until a ROD and funding are in place and the design has been initiated.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
3	Federal	United States Environmental Protection Agency	3.24	It is not clear how valuable the survey done for the small whorled pogonia (page 42) is. There is need to coordinate with agencies and have appropriate people do all surveys and make determinations. Please coordinate with FWS. Please be aware if SAV is identified, that protection of the resource is a priority, as it is considered of special importance.	The *Small Whorled Pogonia Habitat Assessment Report and Mapping* is included as **Appendix L** of the ***Natural Resources Technical Memorandum***. This reconnaissance was conducted by a USFWS approved surveyor. The report commits to further study and agency coordination for this species as the project moves into the design phase. During the permitting phase of operationally independent sections, the USFWS may require official species surveys under Section 7 of the Endangered Species Act. If required, these surveys would be conducted in accordance with the applicable regulations. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS.**
3	Federal	United States Environmental Protection Agency	3.25	Please include any necessary steps to comply with Migratory Birds and bird protection; for instance, should there be seasonal moratoriums to avoid nesting.	Time-of-year restrictions may be required in the vicinity of bridges to comply with the applicable regulations. If necessary, Special Provisions would be developed (as appropriate) through the design and permitting phase of each operationally independent section. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS**.
3	Federal	United States Environmental Protection Agency	3.26	Please state how the project will comply with EO 13112 on invasive species.	In accordance with Executive Order 13112 *Invasive Species*, the potential for the establishment of invasive terrestrial or aquatic animal or plant species during construction of the project would be minimized by following provisions in VDOT's Road and Bridge Specifications. These provisions require prompt seeding of disturbed areas with mixes that are tested in accordance with the Virginia Seed Law and VDOT's standards and specifications to ensure that seed mixes are free of noxious species. While the proposed project area would be vulnerable to the colonization of invasive plant species from adjacent properties, implementation of the stated provisions would reduce the potential for the establishment and proliferation of invasive species.
3	Federal	United States Environmental Protection Agency	3.27	The methodology used to identify minority populations may be too conservative. CEQ's definition of minority population states that: 1) the minority population of an affected area exceeds 50 percent; or 2) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate geographic analysis. In addition, a minority population also exists if there is more than one minority group present and the minority percentage, when calculated by aggregating all minority persons, meets one of the above thresholds. It may be appropriate to use the state average for minority populations as an additional benchmark for identifying census block groups with significant percentages of minority populations. The state of Virginia has a minority population of around 29%, therefore the 50% threshold used in this document seems high. All of the counties and cities identified in this document have minority populations that make up less than 50% of the population except the City of Richmond whose minority population is right around 50%. In reviewing the demographic data available for the state of Virginia, it seems reasonable to choose benchmarks that are more reflective of those counties and cities whose populations of minorities is far less that 50%.	The Environmental Justice analysis was expanded and the revised results are included in **Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2** of this **Final EIS**. Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.28	It would be most helpful to see the percent minority populations by block group for all of the block groups in the study area. Table III. A. 3 should be revised to provide all of this information.	The Environmental Justice analysis was expanded and the revised results are included in **Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2** of this **Final EIS**. Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.29	Environmental Justice refers to minority populations and low income populations. See Executive Order 12898. Data shows that 10.7% of the people in Virginia live below the poverty level. What about the study area? The median household income in Virginia from 2007-2011 was $63,302. The median household income for Block Group 304.1 in Richmond was $7,220. What is the rationale for the benchmark of $17 ,050? It seems that there is a need for a more careful examination of the economic status of the block groups. Information available to this reviewer seems to show that a large number of the block groups have populations that may be considered as low income populations. Were all of the block groups in the study area analyzed? If so, here is that information?	The Environmental Justice analysis was expanded and the revised results are included in **Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2** of this **Final EIS**. Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.30	There needs to be a clearly defined list of all of the block groups that are considered to be areas of potential Environmental Justice concern. How many of the block groups exceed both the minority and low income benchmarks?	The Environmental Justice analysis was expanded and the revised results are included in **Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2** of this **Final EIS**. Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.31	Why are the areas of potential Environmental Justice concern not displayed on the maps?	The Environmental Justice analysis was expanded and the revised results are included in **Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2** of this **Final EIS**. Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.32	If we are to address Environmental Justice, we must be able to accurately identify the areas of potential Environmental Justice concern, be able to identify the impacts and benefits that might impact those populations of concern, assess and evaluate those impacts upon minority and low income populations, and determine if those impact will have an adverse or disproportionate impact upon those populations. There does not seem to be enough information made available that looks at what those impacts might be on minority and low income populations located in the areas of potential Environmental Justice concern. First of all this reviewer is not certain that all areas of potential Environmental Justice concern have been identified. It is also not certain that assessments have been done to examine the localities of the various impacts that may be localized in or near the areas of potential Environmental Justice concern. For example, has the impact of the tolls on the highway been taken into consideration for those low income residents that will need to commute to work? Will they take other routes to work to avoid the tolls? Can they afford daily tolls? Will there be construction activities that will impact block groups of minority residents? How many property acquisitions will take place in minority and low income block groups? Will there be localized noise or fugitive dusts from construction impacting minority and low income block groups? Just where is the work taking place with respect to populations of Environmental Justice concern.	The Environmental Justice analysis was expanded and the revised results are included in **Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2** of this **Final EIS**. As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS**, the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed and provided in this Final EIS. Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
3	Federal	United States Environmental Protection Agency	3.33	It would be most helpful to have a table listing all of the areas of EJ concern. This list should contain all of those areas designated through assessment of either minority populations or low income populations.	The Environmental Justice analysis was expanded and the revised results are included in **Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2** of this **Final EIS**. Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
3	Federal	United States Environmental Protection Agency	3.34	Justifications given for why areas of potential EJ concern will not be disproportionately impacted do not provide nearly enough information to support that claim. The explanations are limited and so are the analyses.	The Environmental Justice analysis was expanded and the revised results are included in **Chapter III - Environmental Resources, Impacts, and Mitigation, Section A.2** of this **Final EIS**. Potential impacts to Environmental Justice populations will be reassessed during the analysis of operationally independent sections.
4	Federal	US Navy - Weapons Station Yorktown	4.1	For the roughly five miles of common property boundary between the Department of Transportation and Naval Weapons Station Yorktown, the Navy supports the proposed plan to widen then interstate to the median while leaving the northern property boundary and West bound travel lane outside limits as-is. If the lane were widened to the North, explosive safety concerns would have a large operational impact as discussed in past meetings and correspondence.	FHWA and VDOT are committed to continue to work closely with the United States Navy in developing future design plans for this area of the project. As described in **Chapter II - Alternatives Considered, Section D** of this **Final EIS,** Alternative 1 (Preferred Alternative) allows for the option to widen to the outside of the existing road corridor or within the median to be determined on a section-by-section basis. The future development of these operationally independent sections would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO, and other state and federal resources and regulatory agencies. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this **Final EIS** is never built. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS.**
4	Federal	US Navy - Weapons Station Yorktown	4.2	The Navy supports the proposal to widen the Interstate to the median the 242 exit at Route 199.	Comment noted.
4	Federal	US Navy - Weapons Station Yorktown	4.3	For the roughly three miles of common property boundary between the Department of Transportation and Camp Peary, the Navy supports transfer of land, if needed, in support of this project provided the project relocates all displaced Navy infrastructure including but, not limited to fences, utilities, and access roads.	Comment noted.
5	State	Virginia Department of Game & Inland Fisheries	5.1	Please note that DGIF no longer has Fish and Wildlife Information Service (FWIS) staff to perform preliminary project scoping reviews and provide preliminary comments.	Comment noted.
5	State	Virginia Department of Game & Inland Fisheries	5.2	We recommend and support continued coordination with DGIF as more detailed plans are developed, to ensure resources under our preview continue to be addressed as appropriate.	As discussed in the ***Natural Resources Technical Memorandum,*** FHWA and VDOT are committed to further study and agency coordination for threatened and endangered species as operationally independent sections advance into the design phase.
5	State	Virginia Department of Game & Inland Fisheries	5.3	If impacts to wetlands and streams are proposed, we anticipate that the project proponent will submit a Joint Permit Application (JPA) to the appropriate permit agencies.	Comment noted.
5	State	Virginia Department of Game & Inland Fisheries	5.4	This project is located within 2 miles of a documented occurrence of a state or federal threatened or endangered plant or insect species and/or other Natural Heritage coordination species. Therefore, we recommend and support coordination with VDCR-DNH regarding the protection of these resources. We also recommend and support contacting the USFWS regarding all federally listed species.	As discussed in the ***Natural Resources Technical Memorandum,*** FHWA and VDOT are committed to further study and agency coordination for threatened and endangered species as operationally independent section advance into the design phase. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS**.
6	State	Virginia Department of Historic Resources	6.1	We are unable to comment conclusively on the identification of historic properties within the APE or on the overall effect of the undertaking on those historic properties until the status of the Shockoe Hill Burying Ground is established among the DHR, the Federal Highway Administration, and the Virginia Department of Transportation. We anticipate that such coordination will continue through the Section 106 process.	Following the circulation of the **Draft EIS**, further coordination was held with the Virginia Department of Historic Resources (VDHR) to determine potential effects of the proposed I-64 project on archaeological sites and historic properties. VDOT, on behalf of FHWA, submitted an effects determination letter to VDHR, along with the identified consulting parties, on February 6. 2013. The VDHR concurred with the information contained in a letter by signature on March 8, 2013. A copy of this letter is included in **Appendix I - Coordination in Response to Comments on the Draft EIS** of this **Final EIS**. In addition, a site visit between VDOT and the VDHR to view the Shockoe Hill Burying Ground area was held on January 8, 2013. As a result, additional subsurface exploration testing was completed and the results have been coordinated with the VDHR. The **Programmatic Agreement** included in **Appendix K - Programmatic Agreement** of this **Final EIS** describes future efforts for the Shockoe Hill Burying Ground area.
7	Locality	City of Newport News - City Manager	7.1	[I] hope that VDOT will push forward with further study.	Comment noted.
8	Locality	City of Newport News - Mayor	8.1	[I] urge VDOT to use input gathered from upcoming public hearings to move forward with further study of appropriate proposals and push for an expeditious timeline for project commencement.	Comment noted.
9	Locality	Hampton Roads Transportation Planning Organization	9.1	Given that the latest VDOT cost estimate for 55 miles of 4 new lanes for US 460 ($1.4B) on new right of way averages $25 million per mile, even the lowest VDOT cost estimate for 75 miles of improvements to I-64 ($4.7B) mostly on existing right-of-way - averaging $63 million per mile, or 2.5 times higher - seems excessive.	As described in **Chapter II – Alternatives Considered** of this **Final EIS** the costs developed for each alternative are planning level estimated costs. The methodologies used in developing these estimates are provided in both the Right-of-Way Technical Memorandum and in **Section II.D Cost Estimates** of the **Alternatives Development Technical Memorandum**. The Preferred Alternative for the I-64 project would be funded and built in phases and that the cost estimates for each operationally independent section would be refined as the designs for each section advance. In comparing the costs estimated for the US 460 with the I-64 project, there are numerous differences in these project areas. As described in **Chapter II – Alternatives Considered** of this **Final EIS**, based on the conceptual engineering performed for Alternatives 1A/1B, less than 10% or 13 miles of the 150 mile I-64 corridor (75 miles in each direction) may require additional right of way for the mainline widening improvements. The areas which may require additional right of way include both eastbound and westbound between Exits 190 (I-95) and Exit 192 (Mechanicsville), eastbound from mile post 257 to mile post 259.5 and westbound from Exits 264 (I- 664) to Exit 258 (J. Clyde Morris Boulevard). In these developed urban areas the costs for right of way is higher than in undeveloped rural areas. In addition to the additional right-of-way needed for the I-64 mainline improvements, there are also potential needs for additional right of way at 15 of the 25 interchanges. At these 15 interchanges, the developed footprint could increase considerably from the current footprint in order to provide for ramps that meet the horizontal and vertical curvature design standards established for the individual projects, as well as providing adequate weave areas and acceleration/deceleration lane lengths. Much of the lands surrounding these 15 interchanges are developed and therefore were estimated at higher costs than undeveloped lands.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
9	Locality	Hampton Roads Transportation Planning Organization	9.2	It would help the reader if the toll rate were included under "Alternatives 2A/2B Full Toll Lanes" (both in the Executive Summary and the body of the EIS).	As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS,** the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
9	Locality	Hampton Roads Transportation Planning Organization	9.3	The name of the February 2011 document is "Hampton Roads Regional Transit Vision Plan" (not "Vision Plan" as shown in the EIS).	Comment noted. This change is reflected in the **Executive Summary** of this **Final EIS.**
9	Locality	Hampton Roads Transportation Planning Organization	9.4	Under "MPO Actions", please note in the EIS that - because long range transportation plans must be fiscally constrained - the MPO's can only "revise their respective long range transportation plans to specifically include the Preferred Alternative" if funding can be identified for the project.	Clarification has been provided in **Section G.** of the **Executive Summary** of this **Final EIS** on this comment. The revised text states: MPO/TPO Actions – Following the publication of this **Final EIS**, it is anticipated that the Richmond Area MPO and the Hampton Roads TPO would update their respective LRTPs to identify an operationally independent section(s) as funding becomes available. Once that occurs, and the environmental analyses are updated, as necessary, FHWA would issue a **Record of Decision (ROD)** for that section.
9	Locality	Hampton Roads Transportation Planning Organization	9.5	In this figure the "Exceeds stable traffic flow ADT ranges" hatching may be misleading for those segments with 4 lanes in each direction, since one of those lanes is an HOV lane during the peak travel periods.	Clarification has been provided in the **Chapter I - Purpose and Need** of this **Final EIS.** The capacity calculations assume most traffic uses the general purpose lanes and not the HOV lanes for a section.
9	Locality	Hampton Roads Transportation Planning Organization	9.6	It should be noted in the first sentence if these weekday peak periods are for the entire corridor, or whether it varies greatly throughout the corridor.	Clarification has been provided in the **Chapter I - Purpose and Need** of this **Final EIS.** The listed average travel speeds represent the worst case of either AM peak hour, PM peak hour, summer Saturday, or summer Sunday peak hour conditions.
9	Locality	Hampton Roads Transportation Planning Organization	9.7	Details regarding the speed study appear to be missing from the text and figures. Are these listed average travel speeds from the PM peak period? The entire day? Or something else?	Clarification has been provided in the **Chapter I - Purpose and Need** of this **Final EIS.** The listed average travel speeds represent the worst case of either AM peak hour, PM peak hour, summer Saturday, or summer Sunday peak hour conditions.
9	Locality	Hampton Roads Transportation Planning Organization	9.8	Looking at Figure 1.2, it appears that only a few locations have an LOS of worse than C based on the hatching. However, Figure 1.4 shows most of the corridor is LOS D or worse. This is because Figure 1.4 represents the worst travel period, whereas Figure 1.2 is based on AADTs. This is confusing, and it would be better if only the congestion conditions in Figure 1.4 are shown.	Figure I-2 shows 2011 Base Condition Average Daily Traffic volumes on I-64 from Exit 190 to Exit 264. It does not indicate or represent LOS. It is included to provide information on the average daily traffic volumes throughout corridor. Figure I-4 shows the levels of service for the 2011 Base Condition for the freeway sections, interchange ramp/weave areas, and cross street intersections.
9	Locality	Hampton Roads Transportation Planning Organization	9.9	What region does this represent? Hampton Roads? Richmond? Both combined?	Figure I-6: Mode Share of Total Regional Freight Tonnage (2007) comes from the FHWA, Freight Analysis Framework, Version 3, 2011. In this source, regional is defined as the Virginia Beach-Norfolk-Newport News, VA-NC Metropolitan Statistical Area.
9	Locality	Hampton Roads Transportation Planning Organization	9.10	Review of data obtained from the counties and cities in the I-64 study area and review of potentially developable land shows a large amount of developable land available in the project area. Can you please clarify the exact nature of the data obtained from the counties and cities in the study area - is it socioeconomic data, land use data, etc.?	Methodologies used to determine existing and future land use are provided in **Chapter III – Environmental Resources, Impacts and Mitigation, Section A.D** of this **Final EIS** and in the ***Socioeconomic and Land Use Technical Memorandum***. As described in these sections land use information was obtained from numerous sources including: field observation, aerial photography and thru conservations with staff from the study area localities. Information was also collected from available published sources including various Land Use Plans, Mater Plans, Vision Plans, Comprehensive Plans and Community Plans. The similar land uses were then categorized for the analysis.
9	Locality	Hampton Roads Transportation Planning Organization	9.11	A bridge is considered eligible for federal funds for recontruction if its sufficiency rating is below 80% ***and*** the bridge is classified as structurally deficient or functionally obsolete. The same requirement applies for replacement funds with the 50% sufficiency rating threshold.	Comment noted.
9	Locality	Hampton Roads Transportation Planning Organization	9.12	There is discussion on page II-7 on the possible reduction in traffic volumes on I-64 and supplemental increases (0-33%) on Route 60 due to the tolling options with Alternative 2A/2B. However there is no discussion of impacts for Alternative 3. A review of the traffic technical memorandum did not shed much light either. Some discussion on the forecasted volumes will be helpful. For example, some explanation on the changes in volume between the general purpose lanes and the managed lanes.	As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS**, the Preferred Alternative has been identified as Alternative 1. If Alternative 3 had been identified as the Preferred Alternative, further information would have been developed.
9	Locality	Hampton Roads Transportation Planning Organization	9.13	The document would benefit from additional clarification on the differences between ETL and HOT lanes. Currently the document just says that ETL is similar to HOT lanes but ETL does not have discounts on multi-occupancy vehicles. Because HOVs typically pay no toll in HOT lanes, the word "discoutn" may be misleading. Based on the current document, it is not clear if only the ETL lane will be tolled or both the general purpose lane and ETL will be tolled.	As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS**, the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
9	Locality	Hampton Roads Transportation Planning Organization	9.14	The I-64 widening on the Peninsula between exit 255 and 250 is included in the HRTPO's 2034 LRTP as a regionally funded construction project. Was this included in the modeling efforts? Should this be listed in Table II.1.2 along with the listed I-64 improvements between exit 197 and 220? In addition, the I-64 widening between exits 250 and 255 is not listed in the no-build scenario in the Traffic and Technical Memorandum (page 38).	The I-64 widening project from Exit 250 to Exit 255 was not included in the No-Build model. Although this project is in the referenced LRTP, it was determined that including any projects on I-64 in the model would not best represent true “No-Build” conditions and therefore were not included. In addition, this project was placed on hold during the time the EIS studies were being conducted.
10	Locality	James City County	10.1	It appears there is one historic site, identified through JCC records on the attached map, which may be impacted by the proposed expansion. JC297 was identified as the Boswell house on the Gilmer 1863 and 1864 maps. This area has been reported by not field checked. Additional study may be required.	In further investigating the JC297 site it was determined that this site was initially recorded in 1983 as a map-projected site by VDHR staff without any field verification. In 2008 a property owner adjacent to I-64 reported bricks and other remains while plowing a garden area. The County’s map was reviewed along with the maps in VDHR’s data base. In examining these files it was determined that there could be archaeological remains adjacent to and perhaps extending into the I-64 right of way at this location. However it was determined that this site is important chiefly for the information it contains and would be handled with archaeological issues described in the **Programmatic Agreement** prepared for this study and included in **Appendix K - Programmatic Agreement** of this **Final EIS.** As described in **Chapter III - Environmental Resources, Impacts and Mitigation, Section G. Historic Properties** of this **Final EIS,** the **Programmatic Agreement** documents future study efforts for historic properties.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
11	Locality	James City County	11.1	In response to your request, James City County (JCC) continues to support maintaining the landscaped median along I-64. To that end, alternative 1A offers the greatest overall benefit to the County.	Comment noted.
11	Locality	James City County	11.2	Interstate 64 is one of the most important corridors in James City County and serves as the gateway to the Historic Triangle.	Comment noted.
11	Locality	James City County	11.3	Any development plan should include an active tree preservation program before, during, and after construction. The expansion should be built around the idea of corridor preservation and landscaping as the core design issue.	As indicated in the **Executive Summary, Section F** of this **Final EIS**, it has been expressed by a variety of citizens and organizations that it is important to preserve the aesthetics of the corridor by retaining the wooded median, particularly in the section of I-64 through the historic triangle area comprised of the Cities of Williamsburg and Yorktown and in Jamestown. As operationally independent sections of the project corridor advance into the detailed design phase, a landscaping plan would be developed to examine various landscaping opportunities and treatments for the project area.
11	Locality	James City County	11.4	Supportive of phased improvements as partial funding becomes available (e.g. an initial widening improvement from Newport News to Route 199 as a first effort).	As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS,** the Preferred Alternative has been identified as Alternative 1. The Preferred Alternative would be implemented via an operationally independent section as funding allows. Each section would be designed to contribute to the purpose and need of the Interstate 64 Peninsula Study as described in **Chapter I - Purpose and Need** of this **Final EIS**. It would be possible for an operationally independent section to contribute to the purpose and need of the study without initially achieving the full build design described in this chapter. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this **Final EIS** is never built. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS.**
12	Locality	Richmond Area Metropolitan Planning Organization	12.1	Request further information on the toll diversion analysis, specifically on additional parallel roads besides Route 60 (e.g., state routes 249 and 30) and the impact of each proposed alternative on these roads.	Responses to the Richmond Area MPO's comments were sent by VDOT to the Richmond Area MPO on February 20, 2013. A copy of this correspondence is included in **Appendix I - Coordination in Response to Comments on the Draft EIS** of this **Final EIS**. A meeting to further review VDOT's responses was held on February 28, 2013, with the Richmond Area MPO Technical Advisory Committee subcommittee.
12	Locality	Richmond Area Metropolitan Planning Organization	12.2	More detailed explanation of the passenger/freight rail alternative and its elimination from alternatives analyzed due to its minimal impact on the corridor and failure to improve the level of service to level C or above.	See response 12.1.
12	Locality	Richmond Area Metropolitan Planning Organization	12.3	Information on whether overhead gantries and open road tolling or cash and toll plazas would be used if tolls were installed on the corridor as mentioned in Alternative 2A, 2B and 3.	See response 12.1.
12	Locality	Richmond Area Metropolitan Planning Organization	12.4	More detailed information on the parcels included in the right of way acquisition for the improvements recommended on the corridor as there is little information in the Right of Way Technical Memorandum besides number of parcels needed and number of individuals displaced	See response 12.1.
12	Locality	Richmond Area Metropolitan Planning Organization	12.5	Request to VDOT for further information as to what constitutes a "partial acquisition" of public and private property.	See response 12.1.
12	Locality	Richmond Area Metropolitan Planning Organization	12.6	VDOT is requested to explain the planning level costs being presented for Alternatives 1A, 1B and 3 which have almost identical cost ranges.	See response 12.1.
12	Locality	Richmond Area Metropolitan Planning Organization	12.7	Please provide details for the proposed widening of the I-64 Shockoe Valley Bridge in the City of Richmond.	See response 12.1.
13	Locality	City of Richmond Department of Public Works	13.1	I-95 Interchange: VDOT is requested to include recommendations from the 2012 I-95/I-64 Overlap Study prepared for by Kimley-Horn and Associates. The Overlap Study recommends improvements for the I-95/I-64 interchange and across the Shockoe Valley Bridge.	Responses to the City's comments were sent by VDOT to the City on February 20, 2013. A copy of this correspondence is included in **Appendix I - Coordination in Response to Comments on the Draft EIS** of this **Final EIS**. A meeting with the City to review VDOT's responses was held on March 11, 2013.
13	Locality	City of Richmond Department of Public Works	13.2	I-64 between I-95 and Mechanicsville Turnpike: The No Build Alternative is not an option given the findings and crashes in the "Traffic/Transportation Technical Memorandum"	See response 13.1.
13	Locality	City of Richmond Department of Public Works	13.3	VDOT is requested to provide additional information on these as we are very concerned about taking existing properties for both existing and new developments.	See response 13.1.
14	Locality	York County	14.1	[The Board of Supervisors] recognizes the need for improvements to the I-64 corridor, particularly the segments at the eastern end of the study area - i.e. Jefferson Avenue to Route 199/Exit 242 - where heavy traffic volumes can cause congestion and "slow-crawl" conditions throughout the year.	The goal of the study was to comprehensively examine the entire 75-mile long I-64 corridor from the City of Richmond to the City of Hampton. However, although the study reviewed the entire corridor, the Preferred Alternative would be implemented via operationally independent sections. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this **Final EIS** is never built. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS**.

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Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
14	Locality	York County	14.2	With respect to the five Build-Alternatives under consideration, York County has long been a proponent - along with other Historic Triangle jurisdictions, institutions and organizations - of capacity enhancements that recognize and protect the aesthetic character of the area and which avoid an urban, treeless, Jersey-barrier appearance. In that regard, our preference would be for a design that places new general purpose lanes to the outside of existing lanes so that the current wide grassed/landscaped/wooded medians can be protected. However, we recognize that the various constraints within York County segments of the corridor - such as federal acquisition costs - likely makes the 'outside' lanes alternative impractical. Therefore, for the York County segment of the corridor, we support Alternative 1B - Additional General Purpose Lanes in the Median.	Comment noted. As described in **Chapter II - Alternatives Considered, Section D** of this **Final EIS**, Alternative 1 (Preferred Alternative) allows for the option to widen to the outside of the existing road corridor or within the median to be determined on a section-by-section basis. The future development of these operationally independent sections would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO, and other state and federal resource and regulatory agencies. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this Final EIS is never built. As operationally independent sections of the project corridor advance into the detailed design phase, a landscaping plan would be developed to examine various landscaping opportunities and treatments for the project area. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS.**
14	Locality	York County	14.3	York County does not favor the use of tolls to finance these improvements.	As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS,** the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
15	Public (written)	Berry, George	15.1	There should be a more thorough study done on the impact to commercial vehicles.	As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS,** the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
16	Public (written)	Canty, A.	16.1	There is a need to expand Rt. 64 to three lanes from Newport News to Lightfoot. There is no need to expand it after Lightfoot. I request a specific traffic study from Lightfoot exit to the airport exits to see the volume. I have traveled that roads hundreds of time and the volume is appropriate for 2 lanes. There is no need for 3 lanes. Remember the expansion of 460 on the South side should ease traffic on 64.	Specific traffic data for all of the 75 miles of I-64, including the sections between Lightfoot Exit 234 and the Airport Drive Exit 197 can be found throughout **Chapter I - Purpose and Need** of this **Final EIS** and the ***Traffic and Transportation Technical Memorandum***. The goal of the study was to comprehensively examine the entire 75-mile long corridor from the City of Richmond to the City of Hampton. As presented in **Chapter I - Purpose and Need** of this **Final EIS**, there is a range of traffic volumes that occur throughout the 75 miles with the highest volumes being on the urban sections at the far eastern and western ends of the project area. In addition to these sections, it was determined that two-thirds, including 48 miles eastbound and 49 miles westbound, of the I-64 mainline operates at a deficient LOS during 2011 Base Conditions. These conditions worsen in the design year 2040, with 67 miles eastbound and 58 miles westbound having a deficient LOS. However, although this **EIS** studied the entire corridor, the Preferred Alternative would be implemented via operationally independent sections as funding is identified. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this **Final EIS** is never built. Additional information on the process for implementing operationally independent sections can be found in **Appendix L - Phased Approach for Implementation - NEPA Process** of this **Final EIS.**
17	Public (written)	Cherry, Rusty	17.1	Nothing needs to be done on I-64 at present except the widening of I-64 between Ft. Eustis and Patrick Henry exits at this time. This is the most immediate problem and should be addressed now with reconfiguration of the interchange at Ft. Eustis done later as money permits. The pull over lanes should be converted to travel lanes certain times of the day to avoid the back-up of traffic in both directions.	The goal of the study was to comprehensively examine the entire 75-mile long I-64 corridor from the City of Richmond to the City of Hampton. However, although the **EIS** studied the entire corridor, the Preferred Alternative would be implemented via operationally independent sections as funding is identified. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this **Final EIS** is never built.
18	Public (written)	Anonymous Citizen	18.1	See monetary impact study for each alternative plan. I was hoping to see where the money is coming from (federal, state, county) and how it is planned to be spent.	VDOT, in cooperation with FHWA, undertook the I-64 Peninsula Study pursuant to the National Environmental Policy Act (NEPA). At this stage of the project, a planning level construction cost estimate for the entire project was developed using VDOT's project cost estimation system. Right of way and utility costs are shown as a percentage of construction costs and were determined for each alternative using the figures from VDOT's project cost estimation system. A full description of the cost estimating process completed for the I-64 project is included in **Section II.D Cost Estimates** in the ***Alternatives Development Technical Memorandum.*** The results of these planning level cost estimates are also shown in the descriptions of the alternatives studied in detail and described in **Chapter II - Alternatives Considered, Section C** of this **Final EIS.** Further refinements to the construction estimates would be done before construction of the operationally independent section. A **ROD** cannot be prepared for this project until fiscal constraint is demonstrated for an operationally independent section.
19	Public (written)	Anonymous Citizen	19.1	The impact of construction woes will have on existing business that affect Williamsburg economy. For example: Busch Gardens, Outlets both having current fiscal concerns. The possible spillaage to predominantly family community roadways such as 199 or Route 5. Everyday travelers that use this roadway to reach work certainly can't withstand tolls.	As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS,** the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.
20	Public (written)	Geduldig-Yatrofsky, Mark	20.1	The "done deal" on US 460 redefines the "no-build" context in a way that the DEIS did not take into account.	As indicated in **Chapter I - Purpose and Need, Section C.2** of this **Final EIS**, future traffic volumes were projected to the design year 2040 using the Tidewater Super-Regional Travel Model, a VDOT travel demand model that incorporates the models and the future population and employment forecasts estimated by the Richmond Area, Tri-Cities, and Hampton Roads planning organizations. The Tidewater Super-Regional Travel Model also encompasses the inter-regional areas (generally New Kent and James City Counties) between the City of Richmond and Hampton Roads metropolitan areas. The model includes known projects within the corridor that are in the Richmond Area MPO's *2035 Long-Range Transportation Plan*, and the Hampton Roads TPO's *2034 Long-Range Transportation Plan*, as well as the *Rural Long Range Transportation Plans* for the City of Richmond and Hampton Roads PDCs. Those projects form a part of the Base Conditions and the effects of these projects on I-64 traffic are accounted for in all 2040 No-Build analyses. As indicated on **Page 38** of the ***Traffic and Transportation Technical Memorandum*** a number of major projects are identified as being included on these LRTPs including the US 460 project. Therefore the effects of the US 460 project were accounted for in the future year traffic projections completed for the I-64 study.
21	Public (written)	Gillilan, Debra	21.1	Was the need for additional basins in the median included in the costs if the option is chosen to widen on the median side?	A full description of the cost estimating process completed for the I-64 project is included in **Section II.D Cost Estimates** in the **Alternatives Development Technical Memorandum**. VDOT, in cooperation with FHWA, undertook the I-64 Peninsula Study pursuant to the NEPA. Studies of Waters of the United States, including wetlands, water quality, surface and groundwater supply and floodplains; are included in **Chapter III – Environmental Resources, Impacts, and Mitigation, Section E** of this **Final EIS**. However, at this stage of the project, detailed drainage and hydraulic/hydrological studies, including the need for and placement of basins, have not been completed. Further details on these elements would be investigated as an operationally independent section of the project corridor advance into detailed design. As part of the NEPA process, a planning level construction cost estimate for the entire project was developed using VDOT's Planning Level Cost Spreadsheet. Given the level of detail included in the conceptual plans that were used in the NEPA analysis, costs for stormwater basins are not included in VDOT's Planning Level Cost Spreadsheet.The results of these planning level cost estimates are also shown in this **Final EIS**. Further refinements to the construction and right of way cost estimates would be done as each operationally independent section progresses into the more detailed design phases. Once more detailed designs are available, construction cost estimates would be prepared prior to construction.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
22	Public (written)	Hartley, Roy	22.1	Remove the west bound left exit to route 143 Exit 243B. Combine this exit with 243A to Busch Gardens. Currently during evening rush hour, this left exit causes a slowdown in the left westbound lane as existing cars slowdown and move to the left lane to exit.	As indicated in **Figures I.4** and **I.10** in **Chapter I – Purpose and Need** of this **Final EIS**, the section of I-64 in the area of Exit 243 operates at a deficient LOS E/F in the base year 2011. These conditions continue to worsen by year 2040. Conceptual design options for the Exit 243 Interchange area were investigated during the EIS process and are shown in **Appendix E** of the ***Alternatives Development Technical Memorandum***. Further engineering design for this interchange area would be completed during the detailed design phase of an operationally independent section. The overall goal of the study was to comprehensively examine the entire 75-mile long I-64 corridor from the City of Richmond to the City of Hampton. However, although this **EIS** studied the entire corridor, the Preferred Alternative would be implemented via operationally independent sections as funding is identified. An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in this **Final EIS** is never built. Further engineering investigations would include specific lane configuration analysis and individual interchange design needs. These decisions would be made as the project progresses and as funding is identified and secured.
23	Public (written)	Jordan, A.	23.1	There is not enough information on the toll options versus the impact on Economic Development and lost tax revenue.	As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS,** the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling, had been identified as the Preferred Alternative, further information would have been developed.
23	Public (written)	Jordan, A.	23.2	Please identify the level of impact to the historical and archaeological resources. Is it impact to actual buildings and dig sites or just properties encumbered with historical resources with no disruption to the properties?	As part of this **EIS**, impacts to the historical and archaeological resources were investigated and identified. Descriptions of these investigations are included in **Chapter III – Environmental Resources, Impacts, and Mitigation, Section G** of this **Final EIS.** Additional information is also included in the *Historic Properties Documentation* prepared for this project. As indicated in this text, impacts to these areas included an evaluation of structures along with property impacts within the defined resource boundary. Following the circulation of the **Draft EIS**, further coordination was held with the VDHR to determine potential effects of the proposed I-64 project on archaeological sites and historic properties. VDOT, on behalf of FHWA, submitted an effects determination letter to the VDHR, along with the identified consulting parties, on February 6. 2013. The VDHR concurred with the information contained in a letter by signature on March 8, 2013. A copy of this letter is included in **Appendix I - Coordination in Response to Comments on the Draft EIS** of this **Final EIS**. In addition, as described in **Chapter III - Environmental Resources, Impacts and Mitigation, Section G,** the **Programmatic Agreement** documents future study efforts for historic properties. The **Programmatic Agreement** prepared for this study is included in **Appendix K - Programmatic Agreement** of this **Final EIS**.
23	Public (written)	Jordan, A.	23.3	Also, how will the run-off be treated around the reservoirs and other environmentally sensitive areas?	Stormwater runoff would be controlled in accordance with all applicable state regulations. The required permits would be obtained and/or procedures put into place prior to the initiation of project construction. As part of the permitting process, the required federal and state agencies would be coordinated with regarding water quality issues, threatened and endangered species, and other environmentally sensitive areas. Also refer to the response to Comment Nos. 1.10, 1.11, 3.16, 3.17, and 3.18.
23	Public (written)	Jordan, A.	23.4	Why was only express and truck lanes examined as an alternative but not the addition of express rail or other rail transit?	As described in **Chapter II – Alternatives Considered, Section B** of this **Final EIS**, as part of the Intermodal Study conducted for this **EIS**, both existing and planned passenger and freight railroad services were examined. These efforts included a review of recently completed studies along with those currently underway in the City of Hampton to the City of Richmond corridor by both public and private organizations. Further information from the Intermodal Study is included in the ***Traffic and Transportation Technical Memorandum.*** The information contained in **Chapter II – Alternatives Considered** on Page II-3 of this **Final EIS** (Passenger/Freight Rail section) describes the *Richmond/Hampton Roads Passenger Rail Tier I Final Environmental Impact Statement (EIS)* prepared by VDRPT. As described in this section, in specifically examining the potential effects on traffic on I-64, the VDRPT Tier I Final EIS states that a reduction of vehicles caused by diversion to rail would amount to approximately 0.7% to 2.3% reduction in traffic on I-64 when using 2025 traffic volumes. This fraction is small enough that the decrease in traffic would not be measurable, given the normal daily and seasonal fluctuations in traffic volume. Following circulation of the **Draft EIS**, further coordination was held with the VDRPT in examining ways to project the passenger ridership information contained in the Tier I Final EIS from the year 2025 to design year 2040. The Study Team examined ways to extrapolate data in order to examine possible passenger rail uses in the year 2040. As part of the I-64 EIS traffic studies the Study Team developed growth rates that were used to project traffic from 2034 (the horizon year in the Tidewater Super-Regional Travel Model) to 2040. The growth rates (compounded per year) that were used in the traffic analysis were 0.7% per year in the Richmond MPO area, 1.5% in the rural section, and 1.1% per year in the Hampton Roads TPO area. In taking the best-case of those three growth rates, 1.5% per year, and applying it to the 1,000 vehicles per day expected to be diverted off of I-64 in 2025 with buildout of the Richmond/Hampton Roads passenger rail project, the result would be approximately 1,250 vehicles per day diverted off of I-64 in the year 2040. This represents roughly 125 vehicles per hour during the peak hour. Under 2040 conditions, the AADT on I-64 is projected to range from a low of 70,400 AADT (between Exits 197-200 in Henrico County) to a high of 212,100 (between Exits 262-263 in the City of Hampton). Thus the expected diversion of vehicles off of I-64 represents 0.6%~1.7% of the total volume of projected traffic on I-64. Therefore it was determined that overall, the passenger and freight rail improvements that have been identified are not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. New or improved rail lines and/or facilities within the I-64 corridor would also not address the roadway deficiencies and safety needs identified for the study. Therefore, rail improvements would not meet the purpose and need of the study were not carried forward for further study. However, as described in **Chapter II - Alternatives Considered** of this **Final EIS**, although passenger/freight rail improvements would not meet the purpose and need as individual, stand alone alternatives they can be pursued independently or as part of the Preferred Alternative to provide for additional options for improving transportation conditions within the I-64 study area.
23	Public (written)	Jordan, A.	23.5	The project should also consider additional ingress/egress improvements to include new and/or improved interchanges such as the Armistead/La Salle/King Street areas of Hampton and Debigh Boulevard in Newport News. Such improvements are critical to the interstate's functionality, local road conditions, and redevelopment opportunities.	As indicated in **Chapter I - Purpose and Need, Section C.2** of this **Final EIS,** future traffic volumes were projected to the design year 2040 using the Tidewater Super-Regional Travel Model, a VDOT travel demand model that incorporates the models and the future population and employment forecasts estimated by the Richmond Area, Tri-Cities, and Hampton Roads planning organizations. The Tidewater Super-Regional Travel Model also encompasses the inter-regional areas (generally New Kent and James City Counties) between the City of Richmond and Hampton Roads metropolitan areas. The model includes known projects within the corridor that are in the Richmond Area MPO's *2035 Long-Range Transportation Plan*, and the Hampton Roads TPO's *2034 Long-Range Transportation Plan*, as well as the Rural Long Range Transportation Plans for the City of Richmond and Hampton Roads PDCs. Those projects form a part of the Base Conditions and the effects of these projects on I-64 traffic are accounted for in all 2040 No-Build analyses. As indicated on **Page 38** of the ***Traffic and Transportation Technical Memorandum*** a number of major projects are identified as being included on these LRTPs however, no new/additional interchanges on I-64 are included. As operationally independent sections of the I-64 corridor advance into detailed design, any new or improved interchange projects added to the *Constrained Long Range Plans* would be considered as efforts to improve the corridor moving forward.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
24	Public (written)	Malmquist, David	24.1	The most promising alternative is enhanced and expanded passenger rail service. VDOT excludes rail from its current plan, claiming that a high-speed line between Hampton Roads and Richmond would fail to reduce the congestion on I-64 because it's mostly due to summer weekend traffic rather than weekday commuters.	As described in **Chapter II – Alternatives Considered, Section B** of this **Final EIS**, as part of the Intermodal Study conducted for this **EIS**, both existing and planned passenger and freight railroad services were examined. These efforts included a review of recently completed studies along with those currently underway in the City of Hampton to the City of Richmond corridor by both public and private organizations. Further information from the Intermodal Study is included in the ***Traffic and Transportation Technical Memorandum.*** The information contained in **Chapter II – Alternatives Considered** on Page II-3 of this **Final EIS** (Passenger/Freight Rail section) describes the *Richmond/Hampton Roads Passenger Rail Tier I Final Environmental Impact Statement (EIS)* prepared by VDRPT. As described in this section, in specifically examining the potential effects on traffic on I-64, the VDRPT Tier I Final EIS states that a reduction of vehicles caused by diversion to rail would amount to approximately 0.7% to 2.3% reduction in traffic on I-64 when using 2025 traffic volumes. This fraction is small enough that the decrease in traffic would not be measurable, given the normal daily and seasonal fluctuations in traffic volume. Following circulation of the **Draft EIS**, further coordination was held with the VDRPT in examining ways to project the passenger ridership information contained in the Tier I Final EIS from the year 2025 to design year 2040. The Study Team examined ways to extrapolate data in order to examine possible passenger rail uses in the year 2040. As part of the I-64 EIS traffic studies the Study Team developed growth rates that were used to project traffic from 2034 (the horizon year in the Tidewater Super-Regional Travel Model) to 2040. The growth rates (compounded per year) that were used in the traffic analysis were 0.7% per year in the Richmond MPO area, 1.5% in the rural section, and 1.1% per year in the Hampton Roads TPO area. In taking the best-case of those three growth rates, 1.5% per year, and applying it to the 1,000 vehicles per day expected to be diverted off of I-64 in 2025 with buildout of the Richmond/Hampton Roads passenger rail project, the result would be approximately 1,250 vehicles per day diverted off of I-64 in the year 2040. This represents roughly 125 vehicles per hour during the peak hour. Under 2040 conditions, the AADT on I-64 is projected to range from a low of 70,400 AADT (between Exits 197-200 in Henrico County) to a high of 212,100 (between Exits 262-263 in Hampton). Thus the expected diversion of vehicles off of I-64 represents 0.6%~1.7% of the total volume of projected traffic on I-64. Therefore it was determined that overall, the passenger and freight rail improvements that have been identified are not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. New or improved rail lines and/or facilities within the I-64 corridor would also not address the roadway deficiencies and safety needs identified for the study. Therefore, rail improvements would not meet the purpose and need of the study were not carried forward for further study. However, as described in **Chapter II - Alternatives Considered** of this **Final EIS**, although passenger/freight rail improvements would not meet the purpose and need as individual, stand alone alternatives they can be pursued independently or as part of the Preferred Alternative to provide for additional options for improving transportation conditions within the I-64 study area.
25	Public (written)	Rice, Donald	25.1	The Chickahominy River and Chickahominy Lake at Walker's Dam are public drinking water sources. Neither of these critical natural resources has been identified or addressed. See, for example, pages 26-32 of the Natural Resources Technical Memorandum.	The information on public drinking water resources has been updated in **Chapter III - Environmental Resources, Impacts and Mitigation, Section E** of this **Final EIS** to include the Chickahominy Lake and Chickahominy River.
26	Public (written)	Sayeh, Donna	26.1	Bring the fleet of car ferries back into service.	In reviewing this comment, there is uncertainty as to the location(s) and operation(s) referred to by the commenter. In investigating known data sources, no studies were found that examine the use of car ferries from the City of Richmond to the City of Hampton and therefore this mode was not included as part of the Intermodal Study for the EIS. Although the study did not specifically examine car ferries, the Intermodal Study included in the ***Traffic and Transportation Technical Memorandum*** did examine a range of other modes of transportation. These other modes included existing and future passenger/freight rail service along with barge service between the Cities of Norfolk and Richmond. As for barge service, based on the Virginia Port Authority (VPA) 2040 Master Plan, the VPA worked with private interests to launch a new barge service in December 2008 between the City of Norfolk and the City of Richmond. When fully operational, the 64 Express barge service was expected to remove 58,000 trucks from Virginia's roads. It means there are approximately 160 less trucks on the roads every day. Based on the Port Authority figures, in 2011, 4% of cargo was moved by barges, which are approximately 43,200 TEU10 and equivalent to 28,800 trucks per year or 79 trucks per day (1.5 TEU/truck). If the barge service continues to grow in line with the total demand, in 2040, more than 191,000 TEU would be moved by barges, which is equivalent to 343 trucks per day. Details on the trip analysis can be found in the ***Traffic and Transportation Technical Memorandum.*** A VPA presentation on port-related truck traffic shows that, among the two competitive routes, 83% of port trucks choose I-64 while 17% use US 460. The study assumes that the trucks carrying commodities diverted by barge would use the same proportions, and the barge service would reduce 66 trucks on I-64 and 13 trucks on US-460 on a daily basis in 2011. In 2040, approximately 285 trucks would be eliminated on I-64, and 58 trucks on US 460. Respectively, the frequency of barge service would be increased from one trip per weekday to four per weekday. After reviewing the available barge information it was determined that overall, barge service is not expected to remove enough vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. Barge service would also not address the roadway deficiencies and safety needs identified for the study. In addition to these studies, the **Hampton Roads Bridge Tunnel EIS**, which is currently underway, did examine ferry ridership and its effects on I-64 traffic specific to the area of the Hampton Roads Bridge Tunnel. The results of these studies indicate that ferry ridership would remove between 600 and 1,100 vehicles per day from I-64. This amount of reduction in traffic is similar to the amount projected when examining possible additional passenger rail in the I-64 corridor described in Response 23.4. As a result, the reduction of an estimated 600 to 1,100 vehicle trips per day is not expected to remove enough general purpose vehicle trips from I-64 to obtain acceptable levels of service needed to meet either the existing or design year 2040 capacity needs for traffic on I-64. Therefore, it was determined that neither ferry nor barge service would meet the purpose and need of the study. However, although these types of services would not meet the purpose and need as individual, stand alone alternatives these services can be pursued independently or as part of the Preferred Alternative to provide for additional options for improving transportation conditions within the I-64 study area.
27	Public (written)	Shepelc, Reuben	27.1	[Study using] alternate roadways such as 143 or 60.	The purpose and need identified for the project is to comprehensively examine the entire 75-mile long I-64 corridor from the City of Richmond to the City of Hampton. As described throughout **Chapter I – Purpose and Need** of this **Final EIS** and in the ***Purpose and Need Technical Memorandum***, the specific needs for the I-64 Study were developed based on a comprehensive review of previous studies along with the analysis of current data compiled for this study, including information collected through numerous meetings with federal, state and local agencies; cooperating and participating agencies; project stakeholders and the public. Overall, it was determined that increased traffic congestion and an aging infrastructure in this section of I-64 have led to concerns for travelers and improvements to I-64 are required to address a series of identified needs in capacity, roadway deficiencies and safety. Therefore, the use of alternate roadways such as VA 143 or VA 60 was not examined as an alternative to improvements on I-64. However, descriptions of potential traffic impacts to adjacent parallel roadways, such as routes VA 143 and VA 60, are included in the *Toll Diversion Study*, which was completed in relation to Alternatives 2A/2B, and is included in the ***Traffic and Transportation Technical Memorandum.*** As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS**, the Preferred Alternative has been identified as Alternative 1. If any of the Alternatives that include tolling had been identified as the Preferred Alternative, further information would have been developed.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Summary of Federal, State, and Local Government and Representative Public Comments					
No.	**Category**	**Name/Group/ Agency**	**Comment No.**	**Comment**	**Response**
28	Public (written)	Stephens, Rob & Susan	28.1	Study accident and death statistics from states with tolls in place (Garden State Pkwy NJ, NY, etc)	As indicated in **Chapter II – Alternatives Considered, Section C** of this **Final EIS**, it was assumed that Alternative 2A and 2B would involve tolling all vehicles, in both directions and for the entire length of the corridor from I-95 in the City of Richmond to I-664 in the City of Hampton. It was also assumed that there would be toll collection stations, using overhead gantries and all-electronic tolling (i.e. all tolls would be collected at highway speeds), for every interchange-to-interchange section of I-64. **Figure II.8** in this **Final EIS** provides a typical section showing an overhead gantry. As described in **Chapter II – Alternatives Considered, Section D** of this **Final EIS,** the Preferred Alternative has been identified as Alternative 1. If any of the tolling Alternatives had been identified as the Preferred Alternative, further information would have been developed.
29	Public (written)	Wanner, Sandford	29.1	Impact on historic resources needs further study.	As part of the **EIS** study impacts to the historical and archaeological resources were investigated and identified. Descriptions of these investigations are included in **Chapter III – Environmental Resources, Impacts, and Mitigation, Section G** of this **Final EIS**. Additional information is also included in the ***Historic Properties Documentation*** prepared for this project. As indicated in this text, impacts to these areas included an evaluation of structures along with property impacts within the defined resource boundary. As described in **Chapter III - Environmental Resources, Impacts and Mitigation, Section G** of this **Final EIS,** the **Programmatic Agreement** documents future study efforts for historic properties. The **Programmatic Agreement** prepared for this project is included in **Appendix K - Programmatic Agreement** of this **Final EIS**.
29	Public (written)	Wanner, Sandford	29.2	Landscaping in tourism areas needs further study.	As indicated in the **Executive Summary, Section F** of this **Final EIS**, it has been expressed by a variety of citizens and organizations that it is important to preserve the aesthetics of the corridor by retaining the wooded median, particularly in the section of I-64 through the historic triangle area comprised of the Cities of Williamsburg and Yorktown and in Jamestown. As operationally independent sections of the Preferred Alternative advance into the detailed design phase, a landscaping plan would be developed to examine various landscaping opportunities and treatments for the project area.

INTERSTATE 64 PENINSULA STUDY

AGENCY, LOCALITY AND REPRESENTATIVE PUBLIC COMMENTS

VDOT Virginia Department of Transportation

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

APPENDIX H: COMMENTS ON THE DRAFT EIS

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT CORPS OF ENGINEERS
FORT NORFOLK 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO ATTENTION OF

January 15, 2013

Eastern Virginia Regulatory Section
NAO-2011-00426
VDOT Project Number 0064-M11-002,P101
(various waterways)

Mr. John Simkins
Federal Highway Administration
400 North 8th Street, Room 750
Richmond, Virginia 23219

Ms. Angel Deem
Project Studies Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Mr. Simkins and Ms. Deem:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for the Interstate 64 (I-64) Peninsula Study, for a 75-mile corridor from Interstate 95 (I-95) in the City of Richmond to Interstate 664 (I-664) in the City of Hampton, Virginia. The Norfolk District Corps of Engineers is a cooperating agency in the preparation of documents for this study.

The purpose of this letter is to provide our comments and recommendations, which are to be addressed in the study and the Final Environmental Impact Statement (FEIS). It is our goal to adopt your document for purposes of our National Environmental Policy Act (NEPA) requirements. By fully addressing these points and including information in the FEIS, it is more likely we will be able to adopt your document.

1) Purpose and Need: We agree with your purpose and need statement, "to alleviate existing and accommodate future capacity and improve roadway deficiencies and safety in the corridor between Richmond and Hampton in Virginia." However, please give the rationale as to why a Level of Service (LOS) of "C" was set as the goal along the entire mainline corridor, as it is our understanding that an LOS of "D" may be acceptable in urban settings, and therefore, might be appropriate at both ends of the project corridor. Assuming an LOS of "D" would be appropriate in these areas, what would be the reduction in impacts to waters of the United States, including wetlands? Considerations such as this might be important not only for avoiding and minimizing such impacts, but also in terms of the overall cost of the project, and in case it must be scaled down and/or portions of it **1.1**

prioritized in terms of the greatest need. We note that some of the Interchanges and intersections are already being designed to an LOS "D" or less under all Build Alternatives. **1.1**

2) Alternatives Development: We agree that appropriate alternatives were considered; however, the following should also be addressed or clarified:

a. We recognize that alternatives such as railway improvements or Transportation Systems Management/Travel Demand Management (TSM/TDM) could not meet the project purpose and need as stand-alone alternatives. However, in combination, they might potentially allow a reduction in environmental impacts for any of the alternatives discussed in the DEIS, while sufficiently addressing the purpose and need. Examples would be major, rather than just minor, reconfiguration or reconstruction of ramps, bridges, and/or weaves for all substandard intersections and interchanges; increased park and ride capacity; and design of the urban segments of the mainline corridor to an LOS "D", if appropriate. We recommend you consider these in various combinations along with your current alternatives. **1.2**

b. We note that the reduction in passenger and freight rail traffic on I-64 as a result of proposed improvments is given for 2025, but not for design year 2040. How much passenger and freight traffic is estimated to be removed from I-64, both by CSX and Norfolk Southern rail, by the design year of 2040 (expressed in terms of percentage and numbers), and how might this affect traffic? How might consideration of future rail, in combination with the above-mentioned options, help reduce the project's footprint and impacts? **1.3**

c. The toll diversion study in Appendix H of the Traffic Study shows that if Alternatives 2A/2B (the tolled alternatives) are selected, the impact on ancillary roadways could be an increase of 0-33% in traffic, which is a potentially substantial effect. However, the study does not address specifically the potential effects on those roads and communities, the duration of these effects, or the ancillary roads' pre- and post-LOS. If these alternatives are chosen, further study is needed to address these potential impacts. **1.4**

d. Comments with regard to the existing alternatives:
   i. Alternatives 1B/2B may more effectively minimize fragmentation of aquatic resources and wildlife and riparian corridors, than the other alternatives. **1.5**
   ii. Once an alternative is selected, it may still be appropriate and practicable to widen to one side or to the other of the existing corridor in specific locations, to avoid any particularly valuable aquatic or other important resources.
   iii. We agree that traffic systems management and/or traffic demand management (TSM/TDM) improvements may also be pursued independently or as part of one of the Build Alternatives. **1.6**

APPENDIX H: COMMENTS ON THE DRAFT EIS

3) Jurisdictional determination: We recognize that at this stage of review, waters of the United States, including wetlands, that are subject to the Corps' jurisdiction, have been identified to a level sufficient to compare alternatives. Please note that prior to the submittal of a permit application, a full jurisdictional determination to identify all waters of the United States, including wetlands, will be required, utilizing the current methodology at that time. 1.8

4) Potential Waters of the US and wetland impacts: We appreciate the level of detail to which the potential wetland impacts and waters of the U.S. have been identified. However, we request that you include the following additional information in the FEIS to help us identify the Least Environmentally Damaging Practicable Alternative (LEDPA): 1.9

   a. We note that the total potential impacts to waters of the U.S. for Alternative 1A/2A are 66.11 acres of wetlands and 112,237 linear feet of tributaries; for Alternative 1B/2B, they are 64.95 acres and 113,544 linear feet of tributaries; and for Alternative 3 they are 66.73 acres and 112,516 linear feet of tributaries. We understand that these are based on the footprints of the proposed roadway expansion, and that they were given as a worst-case scenario. However, since these impacts would not all be direct fills, it would be very helpful if you could also present for each alternative an estimate of the acreage and linear footage of these resources that are likely to be bridged, based in part on the resources that are currently bridged along the existing I-64 facility, and also on known hydraulic requirements.

   b. Since jurisdictional manmade ditches are typically not as valuable as natural streams and may not require as much or any compensation, we recommend that you differentiate the potential impacts to each of these within the project corridor, and present it comparatively for each alternative.

5) Stormwater Impacts: The existing I-64 facility appears to include very few stormwater treatment facilities. While we recognize that construction of the facility pre-dated such requirements, we are concerned about the cumulative water quality impacts of the existing and proposed roadway footprint, particularly since some of the receiving waters are public water supplies, impaired waters, or both. The DEIS describes ways in which stormwater impacts might be minimized during construction, but does not adequately address the project's potential long-term impacts on aquatic resources. While we recognize that this project may not be designed for some time, we recommend that you address in the FEIS the long-term treatment of stormwater post-construction, including design storm year, and a preliminary estimate of the number, locations, and types of stormwater facilities. All facilities should be located outside of jurisdictional waters. In addition, we recommend that you incorporate the use of low impact development (LID) facilities, such as constructed wetlands or other designs, which may be more effective at removing sediment and other pollutants than traditional stormwater management facilities, while also potentially reducing direct impacts to aquatic resources. 1.10

6) Public Water Supply Impacts: As you know, we are also required to consider impacts to all public water supplies. The DEIS notes that seven drinking water reservoirs have been identified within the project study area. In addition to providing the information above, please explore further the potential impacts of the project on these facililties' operations and water quality, and include this information in the FEIS. As part of this effort, please coordinate with the appropriate officials for each facility, providing them information on the potential impacts both during and post-construction. Their recommendations to minimize impacts on these resources and the operation of the facilities should be included in the FEIS, as well as incorporated into the preliminary and final designs of the project. 1.11

7) Other water quality impacts: The DEIS notes the project study area includes waters on Virginia's impaired water list. Anticipated water quality impacts and new TMDL requirements will need to be thoroughly addressed, as they will be considerations in obtaining a Section 401 permit from the Virginia Department of Environmental Quality (VDEQ). A Section 401 permit must be obtained before we can issue any Section 404 permit. 1.12

8) Lead Federal agency designation: Please note that in our previous correspondence dated April 1, 2011 (attached), we designated the FHWA as lead Federal agency to act on our behalf with regard to Section 106 of the National Historic Preservation Act (NHPA) and Section 7 of the Endangered Species Act (ESA). In accordance with 50 CFR 600.920(b), the Corps hereby designates FHWA to conduct Essential Fish Habitat coordination pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (MSA) on our behalf as well. 1.13

9) Avoidance and Minimization: We reiterate the recommendations from our above-mentioned letter (attached): bridging is preferred for stream and wetland crossings, particularly where there are high-quality streams, large expansive wetland areas, organic soil bottomland wetlands, tidal waters and wetlands, threatened or endangered species habitat, or otherwise unique and valuable resource areas. Should new or replacement box or pipe culverts be installed, they must be countersunk below streambeds to allow for passage of aquatic species in accordance with the current requirements. In addition, if streams must be relocated, it is recommended that you incorporate natural channel design principles into the design. 1.14

10) Mitigation: We also reiterate our previous comments concerning mitigation (attached). Given the potentially significant amount of compensation that may be required, we recommend that you begin to locate and identify potential compensation options for wetlands and streams within the watersheds to be impacted. 1.15

11) Indirect and cumulative effects analysis: The DEIS contains considerable qualitative detail in the Indirect and Cumulative Effects Memorandum, regarding past, present, and future road projects as well as development types and densities for each of the localities through which the corridor passes. We concur with the timeframe specified for the analysis from the 1960s, when construction began on this corridor, to the design year of 2040. However, for purposes of our review under Section 404, the development and road projects described 1.16

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in the Memorandum must be translated into impacts of aquatic resources. This may be done using your existing data, aerial photographs, USGS quadrangle sheets, National Wetland Inventory (NWI) maps, other GIS mapping, data from localities, our records, and other sources. The original aquatic resource impacts of the existing I-64 facility itself should also be estimated in this manner, as well as its secondary impacts, such the effects of any undersized culverts, stream channelization, or fragmentation of stream and wetland corridors. In addition, in order to address the impacts of reasonably foreseeable development that may result from the project, please consider and estimate the indirect effects and potential development as a result of the project, within a one-mile radius around each interchange, including the extent of aquatic resources present.

1.16

Thank you for the opportunity to submit comments and recommendations to be considered in drafting the FEIS. If you have questions, please contact Ms. Kathy Perdue at (757) 201-7218, or Kathy.S.Perdue@usace.army.mil.

Copies of this letter have been provided to: the Environmental Protection Agency (EPA), US Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration Fisheries (NOAA Fisheries), US Coast Guard, Virginia Department of Environmental Quality (VDEQ), Virginia Department of Historic Resources (VDHR), and McCormick/Taylor Consultants.

Sincerely,

Kathy Perdue

for Kimberly A. Prisco-Baggett, MBA
Chief, Eastern Virginia Regulatory Section

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT CORPS OF ENGINEERS
FORT NORFOLK 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO ATTENTION OF

April 1, 2011

Eastern Virginia Regulatory Section
NAO-2011-00426
VDOT Project Number 0064-M11-002,P101
(various waterways)

Ms. Irene Rico, Division Administrator
Federal Highway Administration
400 North 8th Street, Room 750
Richmond, Virginia 23219

Mr. Nicholas Nies
Project Studies Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Ms. Rico and Mr. Nies:

Thank you for the recent correspondence from your agencies concerning the initiation of a study of transportation needs, improvements, and environmental impacts, for the Interstate 64 (I-64) Corridor from Interstate 95 (I-95) in the City of Richmond to Interstate 664 (I-664) in the City of Hampton. The purpose of this letter is to provide our initial comments and recommendations regarding issues to be addressed in the study and the Environmental Impact Statement (EIS).

Considering the size and scope of this project, it will almost certainly impact waters and/or wetlands regulated by the Norfolk District Army Corps of Engineers (Norfolk District) under Section 404 of the Clean Water Act (33 U.S.C. 1344) and Section 10 of the Rivers and Harbors Act (33 U.S.C 403). Therefore, a permit or permits will likely be required if either a new highway facility or improvements to existing facilities is ultimately proposed. Our regulations require that we consider a full range of public interest factors and conduct an alternatives analysis in order to identify the least environmentally damaging practicable alternative (LEDPA), which is the only alternative we can authorize.

The Norfolk District will participate as a cooperating agency in the development of the Environmental Impact Statement (EIS). We wish to participate in all interagency meetings and field reviews. We request that dates and times for meetings and reviews be coordinated well in advance with all parties to ensure maximum interagency participation. We also request regular coordination with the agencies prior to making any decisions regarding the range and/or elimination of alternatives. We further encourage the use of a collaborative process for the study of this project, documenting concurrence of the pertinent Federal agencies at important steps, to

APPENDIX H: COMMENTS ON THE DRAFT EIS

provide the local governments and the public with a more dependable framework for planning decisions.

Purpose and Need

Please ensure that the purpose and need for the project is clearly defined. We concur that the purpose and need should address such factors as capacity, roadway deficiencies, safety, freight traffic, economic development, emergency preparedness, and military connectivity. In addition, it should address the following:

1) Planned future improvements to the existing passenger and/or freight rail lines on the Peninsula and whether these improvements may address to some extent any of the deficiencies identified.

2) Specifically how this corridor will tie in with the purpose, need, and alternatives considered for the Hampton Road Bridge Tunnel (HRBT) corridor, for which your agencies are also initiating a study.

3) Identify and explain the deficiencies that need to be addressed, without discussing any potential solutions or so narrowly defining the deficiencies as to restrict consideration of a full range of alternatives.

Minimization and Consideration of Alternatives

As mentioned earlier, our agency can only authorize the LEPDA after full consideration of an alternatives analysis and a range of public interest factors. In addition to impacts to aquatic resources, we must consider factors such as land use (including displacements of homes and businesses), floodplain hazards and values, water supply and conservation, water quality, safety, cost, economics, threatened and endangered species, historic and cultural resources, and environmental justice. Therefore, we reiterate the importance of regular coordination with the agencies prior to making any decisions regarding the range and/or elimination of alternatives.

We recommend that the following avoidance and minimization measures be considered as part of the alternatives analysis:

1) The degree to which passenger and/or freight rail may address congestion and reduce the need for additional impacts. Proposed passenger and freight rail improvements should be considered not only as stand-alone alternatives, but also supplemental alternatives, and in combination with build alternatives.

2) Bridging is preferred for all stream and wetland crossings, particularly where there are high-quality streams, large wetland areas, organic soil bottomland wetlands for which mitigation is difficult, tidal wetlands, threatened or endangered species habitat, or otherwise unique and valuable resource areas. All crossings for which box culverts will

be installed must be countersunk below streambeds to allow for passage of aquatic species in accordance with our current requirements.

3) We recommend that to the extent practicable, the median be utilized for road improvements, as this should help minimize impacts to higher quality, less disturbed resources.

Impacts to Resources

1) As mentioned earlier, waters of the United States, including wetlands, regulated by the Norfolk District will likely be impacted by the project. Prior to developing and comparing alternatives, these jurisdictional waters and wetlands should be identified in the study area. At a minimum, all available information such as aerials, U.S.G.S. quad sheets, National Wetland Inventory (NWI) maps of the study area should be used to approximate the location of wetlands and waters. At this level of review, the identification of waters of the U.S would need to be sufficient for locating and comparing alternatives.

2) As a cooperating agency with our own requirements for assessing alternatives in order to identify the LEDPA, the Norfolk District will work closely with FHWA and VDOT in developing the alternatives. In order for us to identify the LEDPA after the issuance of the DEIS, we must have sufficient information included in the comparison of the alternatives and agree that there are no other reasonable alternatives that need evaluation.

3) Mitigation of impacts to aquatic resources should be addressed in the DEIS. Avoidance and minimization of impacts should be a primary consideration in the development and comparison of alternatives, and those considerations should be discussed in the document. The document should also discuss potential compensation options for unavoidable impacts. In that regard, the following comments are pertinent:

   a. Wetland impacts are typically mitigated 2:1 for forested; 1.5 to 1 for scrub/shrub, and 1:1 for emergent. However, please note that we may require additional mitigation for particularly valuable or difficult-to-mitigate wetlands.
   b. Typically, we require stream mitigation for unavoidable stream impacts to greater than 300 linear feet of stream at a crossing. However, we also consider the cumulative impacts to streams from a given project, and mitigation may be required for shorter lengths of stream if there are many impacts in close proximity or if there are multiple impacts to the same stream and/or its direct tributaries. We encourage natural channel design to the extent practicable for streams that must be relocated. The Norfolk District utilizes the Unified Stream Methodology (USM) for determining how much stream mitigation is required for projects. The USM is also used to determine the amount of mitigation credit that will be granted for stream mitigation projects.
   c. Mitigation banks that include the impact areas within their geographic service areas should be identified, as well as any currently proposed banks. The purchase

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of credits from one or more mitigation banks may comprise a substantial portion of your mitigation package.

4) It appears that the project may impact at least three public water supply reservoirs: Lee Hall, Skiffes Creek, and Diascund Creek Reservoirs. We recommend minimization to these resources as well as thorough and continued coordination with their management authorities.

5) We recommend you coordinate with the U. S. Coast Guard regarding appropriate bridge design and clearances for any bridges over navigable waters.

6) It appears that the project study area may include Essential Fish Habitat for a number of estuarine fish species. We recommend close and continued coordination with the National Oceanic and Atmospheric Administration (NOAA) Fisheries Service.

7) The project study area may include waterways utilized by anadromous fish. We recommend close and continued coordination with NOAA Fisheries and the Virginia Department of Game and Inland Fisheries (VDGIF).

8) The project study area may include habitat for both Federally- and State-listed threatened and endangered species. We recommend close coordination with the U.S. Fish and Wildlife Service (USFWS) for Federally-listed species, and the Virginia Department of Conservation and Recreation (VDCR) and VDGIF for State-listed species. Any formal or informal Section 7 consultation would need to be completed by the FHWA as the lead Federal agency, as per 50 CFR 402.07.

9) The project is likely to affect a number of historic and cultural resources. As per 36 CFR 800.2(a)(2), the FHWA is hereby designated as the lead federal agency to fulfill the collective Federal responsibilities under Section 106 of the National Historic Preservation Act, for the undertaking. We authorize your agency to conduct Section 106 coordination on our behalf. Any Memorandum of Agreement prepared by your agency under 36 CFR 800.6 should include the following clause in the introductory text:

"WHEREAS, pursuant to Section 10 and/or Section 404 of the Clean Water Act, a Department of the Army permit will likely be required from the Corps of Engineers for this project, and the Corps has designated FHWA as the lead federal agency to fulfill federal responsibilities under Section 106;"

Thank you for the opportunity to submit comments and recommendations to be considered in the initial phase of the study and the EIS. We hope they have been helpful, and we look forward to working with you on this project. If you have questions, please contact Ms. Kathy Perdue at (757) 201-7218 or Kathy.S.Perdue@usace.army.mil.

Copies of this letter have been provided to: the Environmental Protection Agency (EPA), USFWS, NOAA Fisheries, U.S. Coast Guard, DGIF, Virginia Department of Environmental

Quality (VDEQ), Virginia Department of Historic Resources (VDHR), and McCormick/Taylor Consultants.

Sincerely,

William T. Walker
Chief, Regulatory Branch

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United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:

December 11, 2012

9043.1
ER 12/803

Nicholas Nies
Project Manager
Virginia Department of Transportation
1401 E. Broad St.
Richmond, VA 23219

Dear Mr. Nies:

The U. S. Department of the Interior (Department) has no comment on the Draft Environmental Impact Statement for the Interstate 64 Peninsula Study, from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton, Virginia **2.1**

Thank you for the opportunity for comment.

Sincerely,

Lindy Nelson
Regional Environmental Officer

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

January 7, 2013

Mr. John Simkins
Planning and Environment Team Leader
Federal Highway Administration
Virginia Division
P.O. Box 10249
Richmond, Virginia 23240

Re: Draft Environmental Impact Statement for Interstate 64 Peninsula Study From Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton, Virginia, October 2012, CEQ 20120349

Mr. Simkins,

In accordance with the National Environmental Policy Act of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality regulations implementing NEPA (40 CFR 1500-1509), the U.S. Environmental Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the above mentioned study. The Virginia Department of Transportation (VDOT), in cooperation with Federal Highway Administration (FHWA), is evaluating options to improve the 75 mile long I-64 corridor from the Interstate 95 (I-95) (Exit 190) interchange in the City of Richmond to the Interstate 664 (I-664) (Exit 264) interchange in the City of Hampton. The study area is located within seven localities, including the City of Richmond, Henrico County, New Kent County, James City County, York County, the City of Newport News, and the City of Hampton. The I-64 corridor includes 25 interchanges and 109 major bridge structures on or over the interstate.

The number of lanes on existing I-64 varies throughout the study area. In the vicinity of Richmond, from Exit 190 to Exit 197, there are generally three lanes in each direction. Between Exit 197 and mile marker 254, there are generally two lanes in each direction. Beginning at mile marker 254 and continuing east to the City of Hampton area, I-64 widens to four lanes in each direction with three general purpose lanes and one 2+ person High Occupancy Vehicle (HOV 2+) lane during the AM and PM peak periods. The DEIS studied the need to increase capacity, eliminating roadway deficiencies, and improving safety while attaining a Level of Service (LOS) of "C" or better in for modeled traffic of 2040.

The study is considering 5 basic alternatives (generally grouped as three) for meeting the stated purpose and need. Alternative 1A & 1B add general purpose lanes in the existing right-of-way (ROW) to the greatest extent practicable to either the outside of the existing lanes (1A) or to

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the inside (1B) of the existing lanes in the median. Alternative 2A & 2B are adding lanes in existing right of way to the greatest extent practicable to either the outside of the existing lanes (2A) or to the inside (2B) of the existing lanes in the median, which are identical to 1A & 1B, and tolling all lanes. Alternative 3 is the addition of managed lanes located within the median of the existing lanes where space is sufficient and will expand the general use lanes when necessary. The projected costs for the alternatives are generally similar ranging from a low and high estimate for each at approximately $4.7 - $7.3 billion.

EPA reminds the lead agencies that avoidance and minimization to Waters of the U.S. (WOUS) to the greatest extent practicable must occur prior to any conversation of mitigation for impacts to WOUS. While the preferred alternative has not been identified nor final design and resulting potential impacts have not submitted for a CWA 404 permit, the document is focused heavily on mitigation and little to no discussion on avoidance and minimization. A total of 99.93 acres of wetlands and 148,493 linear feet of potentially jurisdictional waters were identified within the study corridor. A substantial and very similar amount of potential impacts WOUS are associated with these alternatives. Alternative 1A & 2A could impact 66.11 acres of wetlands and 112,237 linear feet of stream channel. Alternative 1B & 2B could impact 64.95 acres of wetlands and 113,544 linear feet of stream channel. Alternative 3 could impact 66.73 acres of wetlands and 112,516 linear feet of stream channel. As the project moves toward a design phase, effort will be needed to identify functions and values of resources in the study area. It is anticipated that effort will be made to bridge as great a portion of the aquatic resources as possible during the design phase of the project. 3.1 3.2

Based on our review of the DEIS, EPA has rated the environmental impacts associated with all of the action alternatives as Environmental Concerns ("EC") and the adequacy of the impact statement as "2" (Insufficient Information). This rating is due to the direct impacts of the proposed alternatives on aquatic resources, including streams, wetlands and floodplains, and terrestrial resources, including parkland. Environmental Justice (EJ) methodology for identifying communities of concern should be reviewed; other suggestions for EJ analysis are attached. Detailed comments on the DEIS are enclosed with this letter. A description of our rating system can be found at: www.epa.gov/compliance/nepa/comments/ratings.html. 3.3

Please consider the issues, questions and comments included in this letter and enclosure. EPA would appreciate the opportunity to discuss the comments provided here in. Thank you for the opportunity to review and comment on the DEIS for I-64; EPA looks forward to continued work with VDOT on this project. If you have any questions or comments regarding this letter please feel free to contact Mr. Mark Douglas at 215-814-2767 or douglas.mark@epa.gov.

Sincerely,

Barbara Rudnick
NEPA Team Leader

Enclosure

Technical Comments

Purpose and Need (P&N)

While the traffic is reported to slow at various interchanges, the current status of congestion and the statements that the congestion will continue to increase due to additional traffic in the future does not necessarily justify the entire project as presented in the DEIS P&N as shown in Figure 3A &3B. For example, the respective 2009 and 2010 reported average speed through the interchange of I-95/I-64 was 5 and 7 miles per hour slower than free flowing speed (of 55 mph) at peak travel times. This suggests the need for the expansion should be limited to the urban areas or simply stretches of roadway that is in need of improvement. It might be useful to identify and prioritize areas where improvements are imperative, and identify any area where less effort may be needed, to determine if impacts are reduced by tailoring improvements. 3.4

The Constrained Long Range Plans listed in the traffic model used to determine traffic demand for 2040 does not include the Hampton Roads Bridge-Tunnel nor Patriots Crossing (also known as the Third Crossing). As these projects tie into the DEIS and are currently in the NEPA and permitting process, the projects should be included in the overall traffic model analysis. These projects do not have independent utility and cannot be analyzed separate from one another. Of note, the proposed US Route 460 toll road is currently in the NEPA process and is factored into the traffic model. 3.5

Traffic and Transportation

As presented in both the P&N chapter and Traffic and Transportation, it is unclear weather or not the new roadway plan will specifically address all deficiencies, or if the deficiencies can be corrected to current design specifications. The P&N states that there are 12 structures that cross over I-64 that do not meet current vertical clearances. Are these to be corrected as part of the expansion? 3.6

What is the projected reduction in traffic for tolling alternatives as a result of use of alternative routes (avoidance of the roadway)? What is the expected impact to the alternative parallel roadways to I-64 if tolling is put into effect? It's stated that US Route 60 could have an increase of 0-33% if I-64 is tolled. The DEIS does not provide adequate analysis of this or the impact of potential more efficient roadways and intersections will have once the increased traffic exits I-64 and travels on the ancillary roadways. 3.7

Alternatives Development

What is the justification of Level of Service (LOS) "C" the required minimum for all sections of the of the I-64 corridor as modeled for 2040 traffic? Is this LOS too restrictive to fully evaluate all practicable alternatives if this project moves forward to the permitting phase? A LOS of "C" may not be the Least Environmentally Damaging Practicable Alternative (LEDPA) that the Corps is required to reach in light of the overall purpose and need during the permitting process. What would the overall impacts to WOUS if the design was at LOS "D"? 3.8

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EPA suggests the proponents further examine the Transportation Systems Management/Travel Demand Management (TSM/TDM) as a viable alternative. As stated in the document the TSM/TDM was not evaluated with 'major' improvements to the infrastructure. EPA suggests the TSM/TDM be reevaluated with major improvements to the infrastructure thereby addressing the geometric deficiencies impacting capacity and safety issues at interchanges. Without a fully vetted alternatives analysis such as this example which would presumably impact much less right of ways and WOUS, it will be difficult to identify the LEDPA. **3.9**

EPA suggests study include within the alternatives analysis the phasing of the proposed alternatives. This phasing concept would be applied as presumably the roadway would not be expanded for all 75 miles at the same time of construction. It would be appropriate for the document to foresee how the project will proceed and if further NEPA documentation is expected to provide more detail on areas of concern. **3.10**

EPA suggest the alternatives also include analyzing the segmenting the proposed expansion to into three sections (metro Richmond, rural, and metro Hampton) to determine if the sections could meet independent utility. Similarly EPA suggests the study include the analysis of focusing on roadway improvements to intersections for 'major' improvements that would reduce the highest congestion as modeled for 2040 traffic? This could allow for the most congested intersections to be systematically addressed while meeting the purpose and need on a smaller scale as opposed to the entire 75 mile roadway at once. **3.11**

EPA suggests the lead agencies consider further evaluation of the potential for intermodal transportation along both rail line corridors. While the stated projected passenger ridership would be negligible at 0.7% to 2.3% reduction of vehicles at modeled 2025 traffic, the 2040 anticipated reduction was not provided or not projected and could be higher. Considering the passenger ridership at 2040 levels in combination with TSM/TDM (including interchange improvements) the overall LOS could improve with less WOUS and right of way impacts. **3.12**

Alternative 1A & 1B (general lanes added) and 2A & 2B (tolling lanes added) are identical at this stage in terms of design and potential impacts. What would the potential impacts be once the tolling booths were incorporated into the design and layout of interchanges if in fact the proposed project were to be a tolled roadway? **3.13**

Natural Resource and Impacts

An official jurisdictional determination has not been issued at time of publication of this DEIS. As reported in the DEIS a total of 99.93 acres of wetlands and 148,493 linear feet of WOUS were identified within the study corridor including 70.40 acres of non-tidal and 29.53 acres of tidal wetlands and 4,467 linear feet of tidal stream channel. The remaining 144,026 linear feet of stream channel includes 127,563 perennial, 12,490 intermittent, and 3,800 ephemeral channel were identified. Additionally, 173 linear feet of lacustrine resources were identified.

If the proposed project proceeds to the permitting process as one of the alternatives with the scope and scale of impacts, it would be assumed the mitigation required would be meet through the use of banks. If banks are used, EPA suggests the mitigation sites used by the banks be within same HUC 12 or higher and located on the peninsula that I-64 is located. This will eliminate the chance for credits to be purchased for the use of off-setting the impacts to the expansion outside of the impacted area while still being located within a larger watershed. The vast amount of impacts to WOUS and developmental may lead to a situation where it may become difficult to eventually mitigate for the impacts. **3.14**

Without knowing the preferred alternative or design details, it is difficult to offer more than generic avoidance and minimization comments at this time. Similarly without knowing additional details than what is offered in this section of the DEIS, it is difficult to offer substantive comments on the quality of wetlands and streams other than the overall amount of impacts to WOUS is seemingly large even for the length of the roadway. EPA reserves the right to provide substantive comments upon receipt of further information.

It is understood that the roadway is in the watershed and/or crosses reservoirs used for public water supply. When more detailed information is developed, it will be necessary to look at alternatives to minimize risk of impacting water supply. Designs should be considered to minimize uncontrolled runoff in the watershed, minimize risk of a release of contaminants from the highway, etc. **3.15**

The document should further evaluate the potential impacts to already impaired watersheds as listed in Table 16 within the technical memorandum on a watershed by watershed analysis. The current information provided appears to be dismissive of the need to further evaluate the scale and scope of the expansion will have on water quality. This is especially important that the study evaluate the potential of the subwatersheds as well as the Chesapeake Bay as a whole including the newly issued TMDL. **3.16**

The EIS states that during construction, the applicable regulations for stormwater will be followed, but does not address how the proposed project will potentially affect the already impaired watersheds with the increased surface disturbance, filling of wetlands, increased impermeable surfaces, impacts from stream crossings, runoff, and potential pollutants from the roadway once the roadway is in use. EPA suggests the EIS discuss what efforts will be employed to avoid further impairment of the waterways and if need be, consider an alternates to avoid the impacts. **3.17**

The EIS acknowledges the development of the Chesapeake Bay TMDL; the EIS does not discuss or demonstrate how the proposed project will meet the TMDL allocations, offset any new or increased discharges or loads, or limit additional impairment of the waterbodies as a result of the impacts associated with the construction of the roadway and additional SW runoff after construction. The Chesapeake Bay Program Watershed Model could support a general analysis of the potential increase in nitrogen, phosphorus and sediment delivered to the Chesapeake Bay resulting from an additional 75 miles of impermeable surface at these county and river segment scales. **3.18**

EPA suggest the study go into detail concerning the avoidance of impacting WOUS by continued and future bridging of jurisdictional features. This would include the expansion of bridges, **3.19**

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conversation of culverts to bridging, and all practicable measures to avoid placing fill in WOUS while still meeting the purpose and need of the project. 3.19

Federal agencies are also required to address issues raised in EO13508 "Protecting and Restoring the Chesapeake Bay Watershed" which includes restoring wetlands, streams, and riparian forest buffers, in addition to reducing nitrogen, phosphorous, sediment and toxic contaminants to meet water quality goals. 3.20

Secondary and Cumulative Effects

The DEIS compiles reasonably foreseeable projects in the study area. It would be useful to try to express the quantity of resources that have been lost or degraded from the baseline to the present, and an estimate of potential impacts of future projects. Though it is understood that new growth will be done within the laws protecting natural resources, it has been historically true that resources have been degraded by development. This information can be used to identify resources that have been compromised by past activities, and may help target restoration and mitigation strategies. 3.21

Stormwater Management

The DEIS provides a brief construction history of I-64 in the project study area. The existing highway was constructed in the early sixties with various upgrades occurring between 1979 and 2006. During that period, and continued to the present, significant advancements in stormwater control measures have occurred. While some stormwater management practices may have been implemented as part of the upgrades, prior to 1980 there was very little stormwater management practices implemented for highway projects other than simply conveying runoff off the highway. Within the DEIS there are a number of sections that discuss stormwater management measures to be implemented for new impervious areas associated with the highway construction. In many of these sections, the stormwater management measures being proposed would be for improvements to the existing stormwater management system. Stormwater runoff is a leading cause of surface water impairment in Virginia. A number of watersheds within the project study area are impaired and require total daily maximum load (TMDL) planning and implementation.

EPA is asking for additional clarification and detail on the stormwater improvements, potential types of systems and proposed locations, to upgrade systems from simple runoff conveyance. Please note that any stormwater management considered should not be placed in WOUS. EPA suggests that VDOT also consider stormwater practices that include measures to control runoff not just from new impervious areas but for existing pervious areas as well. EPA believes there are a number of stormwater retrofits that would promote opportunities for TMDL reduction that could improve water quality and quantity. 3.22

Endangered Species/Invasive Species

There is need to coordinate with State and Federal agencies (especially Fish and Wildlife Service (FWS). It is stated that response was not received from some agencies; this information is 3.23

needed in the document. Coordination should be updated during the project to account for changes in the listing over time. 3.23

It is not clear how valuable the survey done for the small whorled pagonia (page 42) is. There is need to coordinate with agencies and have appropriate people do all surveys and make determinations. Please coordinate with FWS. Please be aware if SAV is identified, that protection of the resource is a priority, as it is considered of special importance. 3.24

Please include any necessary steps to comply with Migratory Birds and bird protection; for instance, should there be seasonal moratoriums to avoid nesting. 3.25

Please state how the project will comply with EO 13112 on invasive species. 3.26

Environmental Justice

The methodology used to identify minority populations may be too conservative. CEQ's definition of minority population states that: 1) the minority population of an affected area exceeds 50 percent; or 2) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate geographic analysis. In addition, a minority population also exists if there is more than one minority group present and the minority percentage, when calculated by aggregating all minority persons, meets one of the above thresholds. It may be appropriate to use the state average for minority populations as an additional benchmark for identifying census block groups with significant percentages of minority populations. The state of Virginia has a minority population of around 29%, therefore the 50% threshold used in this document seems high. All of the counties and cities identified in this document have minority populations that make up less than 50% of the population except the City of Richmond whose minority population is right around 50%. In reviewing the demographic data available for the state of Virginia, it seems reasonable to choose benchmarks that are more reflective of those counties and cities whose populations of minorities is far less that 50%. 3.27

It would be most helpful to see the percent minority populations by block group for all of the block groups in the study area. Table III. A. 3 should be revised to provide all of this information. 3.28

Environmental Justice refers to minority populations and low income populations. See Executive Order 12898. Data shows that 10.7 % of the people in Virginia live below the poverty level. What about the study area? The median household income in Virginia from 2007-2011 was $63,302. The median household income for Block Group 304.1 in Richmond was $7,220. What is the rationale for the benchmark of $17,050? It seems that there is a need for a more careful examination of the economic status of the block groups. Information available to this reviewer seems to show that a large number of the block groups have populations that may be considered as low income populations. Were all of the block groups in the study area analyzed? If so, where is that information? 3.29

APPENDIX H: COMMENTS ON THE DRAFT EIS

There needs to be a clearly defined list of all of the block groups that are considered to be areas of potential Environmental Justice concern. How many of the block groups exceed both the minority and low income benchmarks? 3.30

Why are the areas of potential Environmental Justice concern not displayed on the maps? 3.31

If we are to address Environmental Justice, we must be able to accurately identify the areas of potential Environmental Justice concern, be able to identify the impacts and benefits that might impact those populations of concern, assess and evaluate those impacts upon minority and low income populations, and determine if those impact will have an adverse or disproportionate impact upon those populations. There does not seem to be enough information made available that looks at what those impacts might be on minority and low income populations located in the areas of potential Environmental Justice concern. First of all this reviewer is not certain that all areas of potential Environmental Justice concern have been identified. It is also not certain that assessments have been done to examine the localities of the various impacts that may be localized in or near the areas of potential Environmental Justice concern. For example, has the impact of the tolls on the highway been taken into consideration for those low income residents that will need to commute to work? Will they take other routes to work to avoid the tolls? Can they afford daily tolls? Will there be construction activities that will impact block groups of minority residents? How many property acquisitions will take place in minority and low income block groups? Will there be localized noise or fugitive dusts from construction impacting minority and low income block groups? Just where is the work taking place with respect to populations of Environmental Justice concern. 3.32

It would be most helpful to have a table listing all of the areas of EJ concern. This list should contain all of those areas designated through assessment of either minority populations or low income populations. 3.33

Justifications given for why areas of potential EJ concern will not be disproportionately impacted do not provide nearly enough information to support that claim. The explanations are limited and so are the analyses. 3.34

DEPARTMENT OF THE NAVY
NAVAL WEAPONS STATION YORKTOWN
[illegible] ROAD
YORKTOWN, VA 23691-0160

5090
Ser 00/003
January 2, 2013

WR&A/Virginia Department of Transportation
Attn: Mr. Nicholas Nies
9030 Stony Point Parkway
Suite 220
Richmond, VA 23235

Dear Mr. Nies:

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE I-64 PENINSULA STUDY

Thank you for the opportunity to comment on the Draft EIS supporting the widening of I-64 on the Virginia Peninsula. The U.S. Navy supports this project, as noted below, as it will improve and enhance one of the Navy's important explosive corridors to the sea.

For the roughly five miles of common property boundary between the Department of Transportation and Naval Weapons Station Yorktown, the Navy supports the proposed plan to widen then interstate to the median while leaving the northern property boundary and West bound travel lane outside limits as-is. If the lane were widened to the North, explosive safety concerns would have a large operational impact as discussed in past meetings and correspondence. 4.1

The Navy supports the proposal to widen the Interstate to the median the 242 exit at Route 199. 4.2

For the roughly three miles of common property boundary between the Department of Transportation and Camp Peary, the Navy supports transfer of land, if needed, in support of this project provided the project relocates all displaced Navy infrastructure including but, not limited to fences, utilities and access roads. 4.3 The Navy will define the requirement for any displaced infrastructure and it is expected to be similar to existing. The details of land transfer, if any, will be addresses at a later date. Any cultural or natural resources will need to be address by the project.

APPENDIX H: COMMENTS ON THE DRAFT EIS

The Navy has no preference or priority on project funding. The Navy has no interest in any land not directly owned or controlled by the U.S. Navy.

Sincerely,

L. D. Crow
Captain, U.S. Navy
Commanding Officer

Copy to:
Captain David A. Culler, CO Naval Station Norfolk, CNRMA Representative to the HRTPO

2

From: ProjectReview (DGIF) [mailto:ProjectReview@dgif.virginia.gov]
Sent: Friday, December 07, 2012 10:01 AM
To: Nies, Nicholas
Cc: ProjectReview (DGIF); Cason, Gladys (DGIF); vdotprojects (DCR)
Subject: ESSLog 33371; VDOT I-64 Peninsula Study (FHWA Approves) Draft Environmental Impact Statement; NEPA document

We appreciate your interest in submitting your project for preliminary scoping review by VDGIF to ensure the protection of sensitive wildlife resources during project development. Please note that DGIF no longer has Fish and Wildlife Information Service (FWIS) staff to perform preliminary project scoping reviews and provide preliminary comments. Therefore, thank you for not mailing paper-copies of project scoping materials to DGIF and expecting our customary preliminary scoping comments (from FWIS). No response from VDGIF does not constitute "no comment" nor does it imply support of the project or associated activities. It simply means VDGIF has not been able to respond. 5.1

According to the Draft NEPA document, Virginia Fish and Wildlife Information Service (VaFWIS) was used to identify resources under the purview of the Virginia Department of Game and Inland Fisheries (DGIF). We recommend and support continued coordination with DGIF as more detailed plans are developed, to ensure resources under our purview continue to be addressed as appropriate. 5.2

If impacts to wetlands and streams are proposed, we anticipate that the project proponent will submit a Joint Permit Application (JPA) to the appropriate permit agencies. We will review the JPA when it becomes available and provide comments as appropriate. 5.3

This project is located within 2 miles of a documented occurrence of a state or federal threatened or endangered plant or insect species and/or other Natural Heritage coordination species. Therefore, we recommend and support coordination with VDCR-DNH regarding the protection of these resources. We also recommend and support contacting the USFWS regarding all federally listed species. 5.4

Please call me if you have further questions. Thank you for the opportunity to review this project.

Ernie Aschenbach
Environmental Services Biologist
Virginia Dept. of Game and Inland Fisheries
P.O. Box 11104
4010 West Broad Street
Richmond, VA 23230
Phone: (804) 367-2733
FAX: (804) 367-2427
Email: Ernie.Aschenbach@dgif.virginia.gov

From: Nies, Nicholas [mailto:nnies@wrallp.com]
Sent: Friday, October 26, 2012 1:25 PM
To: ngabriel@achp.gov; Kathy.S.Perdue@usace.army.mil; terrance.a.knowles@uscg.mil; gene.crabtree@va.usda.gov; John.Nichols@noaa.gov; david.l.o'brien@noaa.gov; afeta.env@us.army.mil; Ronnie.J.Legette@hud.gov; Kimberly_Smith@fws.gov; p_daniel_smith@nps.gov; Willie_Taylor@ios.doi.gov; wendy.vachet@navy.mil; karen.hedlund@dot.gov; Donghee.Cho@dot.gov; rudnick.barbara@epa.gov; douglas.mark@epa.gov; Lohr, Matt (VDACS); Burdette, Randall P. (DOAV); Johnson, David (DCR); Paylor, David (DEQ); Groh, Todd (DOF); Aschenbach, Ernie (DGIF); Pellei, Steven (VDH); Holma, Marc (DHR); Shelton, Bill (DHCD); Heller, Matthew (DMME); Drake, Thelma (DRPT); JANDERSON@YESVIRGINIA.ORG; molly@vims.edu; Owen, Randy (MRC); Little, Martha (VOF); mward@hampton.gov; council@nngov.com; askthemayor@richmondgov.com; dclayton@williamsburgva.gov; eur@co.henrico.va.us; aj.murphy@jamescitycountyva.gov;

APPENDIX H: COMMENTS ON THE DRAFT EIS

gclawtoniv@co.newkent.state.va.us; ctyadm@yorkcounty.gov; cravanbakht@hrpdcva.gov; ttran@richmondregional.org
Cc: John.Simkins@dot.gov; Deem, Angel N. (VDOT); Cutright, Jeffrey C., P.E. (VDOT); Duvall, Bruce L. P.E. (VDOT); Stearns, Palmer (VDOT); Butala, Richard A. (RAButala@mccormicktaylor.com); Collier, Brennan S. (BSCollier@mccormicktaylor.com); Cromwell, Jackie H. (VDOT); Partridge, Raymond T. (VDOT)
Subject: I-64 Peninsula Study: FHWA Approves Draft Environmental Impact Statement
Importance: High

Good Afternoon,

In accordance with 23 CFR 771 and 40 CFR 1502, on October 24, 2012 the Federal Highway Administration approved the Draft Environmental Impact Statement (DEIS) for the I-64 Peninsula Study. The DEIS is now available for public and agency review and comment and with this notification we are soliciting your comments on the document. All comments on the DEIS are due by January 7, 2013.

The DEIS and all supporting documentation is available to download from the following project website at:

http://www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp

Additionally, the Department is planning to hold three public hearings the week of December 10th. Details for these hearings will be posted on the project website. If you have any questions please call me.

Sincerely,

Nick

Nicholas Nies | *Senior Environmental Planner*

Whitman, Requardt & Associates, LLP
9030 Stony Point Parkway
Richmond, Virginia 23235
(Office) 804.272.8700
(Mobile) 804.314.4068
(Fax) 804.272.8897

nnies@wrallp.com
www.wrallp.com

APPENDIX H: COMMENTS ON THE DRAFT EIS

COMMONWEALTH of VIRGINIA

Douglas W. Domenech
Secretary of Natural Resources

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

30 November 2012

Mr. Tony Opperman
Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Re: I-64 Peninsula study Draft Environmental Impact Statement (DEIS)
VDOT Project # 0064-M11-002, P101; UPC No. 92212
DHR File # 2008-1573

Dear Mr. Opperman:

The Department of Historic Resources (DHR) received for our review and comment the Draft Environmental Impact Statement (DIES) for the I-64 Peninsula study. The DEIS report identifies twenty-eight properties located within the project Area of Potential Effects (APE) that are fifty years old or older. Of these properties, eight are listed the National Register of Historic Places (NRHP), sixteen have been previously determined eligible for the NRHP or are consider potentially warranting listing as a result of evaluation during the Section 106 process for this undertaking, and three are considered not eligible for the NRHP. One property, the Shockoe Hill Burying Ground, has not been evaluated and awaits consultation with DHR on its historic significance as related to the NRHP criteria.

The DHR agrees with the DEIS that the undertaking is likely to have an effect on historic properties listed in or eligible for listing in the NRHP. We further concur that, from the information known to us at this time, the proposed I-64 construction will result in an adverse effect to Confederate Redoubt #9 (Site 44YO0051). However, we are unable to comment conclusively on the identification of historic properties within the APE or on the overall effect of the undertaking on those historic properties until the status of the Shockoe Hill Burying Ground is established among the DHR, the Federal Highway Administration, and the Virginia Department of Transportation. We anticipate that such coordination will continue through the Section 106 process. 6.1

If you have any questions regarding our comments, please call me at (804) 482-6090.

Sincerely,

Marc Holma, Architectural Historian
Office of Review and Compliance

Administrative Services
10 Courthouse Ave.
Petersburg, VA 23803
Tel: (804) 862-6416
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Ave.
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Newport News, VA 23608
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Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
P.O. Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

C: Mr. Nicholas Nies, Whitman, Requardt & Associates

APPENDIX H: COMMENTS ON THE DRAFT EIS

City of Newport News
Virginia 23607

Office Of The City Manager

2400 Washington Avenue
(757) 926-8411
Fax (757) 926-3503

December 10, 2012

JAN 04 2013

RECEIVED
DEC 17 2012
Commissioner's Office

Mr. Gregory A. Whirley
Commissioner of Highways
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Dear Mr. Whirley:

I am writing in regard to the Virginia Department of Transportation's (VDOT) Interstate 64 Peninsula Study. I-64 is essential to the Virginia Peninsula and the Hampton Roads region as a whole. I am encouraged that the environmental impact study concerning this project is near completion and look forward to the public hearings being held on the topic.

Using the input gathered during the public hearings, I hope that VDOT will push forward with further study of those proposals deemed feasible. Given the widespread impact of this interstate on our region, it is vitally important for VDOT to establish a prompt timeline for this project. As referenced in the I-64 study, improving transportation on I-64 has the potential to increase demand from the freight industry, support the Port of Virginia, increase tourism, and help to improve connectivity to, from, and between military bases. Each of these components is essential to the future and present sustainability of the Hampton Roads economy. In addition, increased safety could also be realized if improvements are made to I-64, both in normal day-to-day traffic and in the occurrence of a natural disaster. 7.1

I thank you for your ongoing attention to improving transit on Interstate 64.

Sincerely,

Neil A. Morgan
City Manager

NAM:fhr

cc: Dennis W. Heuer, P. E., Hampton Roads District Administrator
The Honorable City Council

CITY OF NEWPORT NEWS

McKinley L. Price, DDS
Mayor

December 10, 2012

RECEIVED
DEC 17 2012
Commissioner's Office

Mr. Gregory A. Whirley
Commissioner of Highways
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Dear Mr. Whirley:

I am contacting you regarding the Virginia Department of Transportation's (VDOT) Interstate 64 Peninsula Study. As you know, this interstate is vital to transit throughout the Hampton Roads Region, and the Virginia Peninsula in particular. I believe the near completion of an environmental impact study concerning this project is a positive step towards addressing the congestion issues facing Interstate 64, as is the holding of public hearings on the topic.

I urge VDOT to use input gathered during the upcoming public hearings to move forward with further study of the appropriate proposals and push for an expeditious timeline for project commencement. As mentioned in the study, improving transit on I-64 has the potential to boost tourism in the region, increase demand from the freight industry, support the Port of Virginia, and enhance connectivity to, from and between military bases—all of which are an integral part of the economy of Hampton Roads, both now and in the future. Improvements would also allow for a safer, more feasible evacuation of the region in the case of an emergency or natural disaster. 8.1

Thank you for your consideration in this matter, and I hope that VDOT will be able to move forward with addressing this issue.

Very truly yours,

McKinley L. Price, DDS
Mayor

MLP:fhr

cc: The Honorable City Council
Mr. Dennis W. Heuer, P. E., Hampton Roads District Administrator

2400 Washington Avenue Newport News Virginia 23607 Tel. (757) 926-8403

APPENDIX H: COMMENTS ON THE DRAFT EIS

the heartbeat of HAMPTON ROADS TPO
TRANSPORTATION PLANNING ORGANIZATION

December 19, 2012

Mr. Nicholas Nies
Whitman, Requardt & Associates, LLP
9030 Stony Point Pkwy
Richmond, VA 23235

RE: I-64 Peninsula DEIS
THY: 64 HR-Richmond

Dear Mr. Nies:

In response to your email of October 26, 2012, find attached our comments on the I-64 Peninsula Draft Environmental Impact Statement (DEIS) dated October 2012.

Sincerely,

Dwight L. Farmer
Executive Director/Secretary

RBC/kg

Attachment

THE REGIONAL BUILDING · 723 WOODLAKE DRIVE · CHESAPEAKE, VIRGINIA 23320 · 757.420.8300 · FAX 757.523.4881

Comments on Oct. 2012 I-64 Peninsula Draft EIS
HRTPO Staff
December 17, 2012

General Comments

The document appears professional and thorough.

The document meets all the benchmarks that point to a thorough analysis of Environmental Justice and a well thought, thorough approach to Public Outreach and Agency Coordination.

Readability of the figures need to be improved. Unable to read the text in the figures and some of the figures are too grainy or pixelated. Examples of such figures include Figure 1.2 (Page I-3), Figure 1.9. These figures have the forecasted volumes which make it all the more important for the figures to be readable.

Executive Summary

Page ES-1
Given that the recently-passed eminent domain amendment to the Virginia Constitution apparently prevents the taking of property for "economic development", the usage of that term in the Purpose and Need may cause a misunderstanding and thereby prevent the construction of this project or greatly increase the cost of same.

Page ES-3
In the first partial paragraph, usage of the phrase "for both rail facilities" (instead of "for both corridors") may prevent confusion between rail and highway improvements.

Page ES-3
In the first full paragraph, usage of phrase "rail service and highways attract different types of riders" (instead of "rail service attracts different types of ridership") may be clearer.

Page ES-3
It would help the reader if the Alternatives "that did not meet the LOS needs [and] were not carried forward for further study" were listed.

Page ES-4

1

APPENDIX H: COMMENTS ON THE DRAFT EIS

Given that the latest VDOT cost estimate for 55 miles of 4 new lanes for US 460 ($1.4B) on new right-of-way averages $25 million per mile, even the lowest VDOT cost estimate for 75 miles of improvements to I-64 ($4.7B) mostly on existing right-of-way—averaging $63 million per mile, or 2.5 times higher—seems excessive. **9.1**

Page ES-4
It would help the reader if the toll rate were included under "Alternatives 2A/2B Full Toll Lanes" (both in the Executive Summary and the body of the EIS). **9.2**

Page ES-5
The name of the February 2011 document is "Hampton Roads Regional Transit Vision Plan" (not "Vision Plan" as shown in the EIS). **9.3**

Page ES-7
Under "MPO Actions", please note in the EIS that—because long range transportation plans must be fiscally constrained—the MPOs can only "revise their respective long range transportation plans to specifically include the Preferred Alternative" if funding can be identified for the project. **9.4**

Body of DEIS

Page I-1, third column
Under the Capacity bullets, "Provide additional capacity for evacuations" should be added.

Page I-3, Figure I.2
In this figure the "Exceeds stable traffic flow ADT ranges" hatching may be misleading for those segments with 4 lanes in each direction, since one of those lanes is an HOV lane during the peak travel periods. **9.5**

Page I-3, first column
It should be noted in the first sentence if these weekday peak periods are for the entire corridor, or whether it varies greatly throughout the corridor. **9.6**

Page I-3
Details regarding the speed study appear to be missing from the text and figures. Are these listed average travel speeds from the PM peak period? The entire day? Or something else? **9.7**

Page I-4

2

Looking at Figure I.2, it appears that only a few locations have an LOS of worse than C based on the hatching. However, Figure I.4 shows most of the corridor is LOS D or worse. This is because Figure I.4 represents the worst travel period, whereas Figure I.2 is based on AADTs. This is confusing, and it would be better if only the congestion conditions in Figure I.4 are shown. **9.8**

Page I-5, Figure I.6
What region does this represent? Hampton Roads? Richmond? Both combined? **9.9**

Page I-6, second paragraph
Review of data obtained from the counties and cities in the I-64 study area and review of potentially developable land shows a large amount of developable land available in the project area. Can you please clarify the exact nature of the data obtained from the counties and cities in the study area - is it socioeconomic data, land use data etc.? **9.10**

Page I-6, second column
The structures section would be improved by mention of those bridges that are classified as structurally deficient and functionally obsolete.

Page I-6, second column
A bridge is considered eligible for federal funds for reconstruction if its sufficiency rating is below 80% ***and*** the bridge is classified as structurally deficient or functionally obsolete. The same requirement applies for replacement funds with the 50% sufficiency rating threshold. **9.11**

Pages II-7 through II-16
There is discussion on page II-7 on the possible reduction in traffic volumes on I-64 and supplemental increases (0-33%) on Route 60 due to the tolling options with Alternative 2A/2B. However there is no discussion of impacts for Alternative 3. A review of the traffic technical memorandum did not shed much light either. Some discussion on the forecasted volumes will be helpful. For example, some explanation on the changes in volume between the general purpose lanes and the managed lanes. **9.12**

Page II-15
Alternative 3 Managed Lanes
The document would benefit from additional clarification on the differences between ETL and HOT lanes. Currently the document just says that ETL is similar to HOT lanes but ETL does not have discounts on multi-occupancy vehicles. Because HOVs typically pay no toll in HOT lanes, the word "discount" may be misleading. Based on the current document, it is not clear if only the ETL lane will be tolled or both the general purpose lane and ETL will be tolled. **9.13**

3

APPENDIX H: COMMENTS ON THE DRAFT EIS

Page III-70
The HRTPO's LRTP is for the year 2034 not 2035 as listed - please correct it to 2034 Long-Range Transportation Plan (Hampton Roads Transportation Planning Organization).

The I-64 widening on the Peninsula between exit 255 and 250 is included in the HRTPO's 2034 LRTP as a regionally funded construction project. Was this included in the modeling efforts? Should this be listed in Table III.I.2 along with the listed I-64 improvements between exit 197 and 220? In addition, the I-64 widening between exits 250 and 255 is not listed in the no-build scenario in the Traffic and Technical Memorandum (page 38). 9.14

Table III.I.2 lists the I-64/Bland Blvd Interchange. Given the August 3, 2012 letter from Irene Rico (FHWA) to Malcolm Kerley (VDOT) stating that FHWA "will proceed with...closing the federal-aid project", it appears this project should not be included as a "Reasonable Foreseeable" future project within the study area.

4

James City County VIRGINIA Jamestown 1607

Administration
101-D Mounts Bay Road
P.O. Box 8784
Williamsburg, VA 23185-8784
P: 757-253-6728
jamescitycountyva.gov

January 4, 2013

Nicholas Nies
Whitman, Requardt & Associates, LLP
9030 Stony Point Parkway
Richmond, Virginia 23235

RE: I-64 Peninsula Study Draft EIS Comments

Dear Mr. Nies:

James City County has had the opportunity to review the Draft Environmental Impact Statement, and offers the following comments:

Alternatives. James City County (JCC) continues to support maintaining the landscaped median along I-64. To that end, alternative 1A offers the greatest overall benefit to the County. Interstate 64 is one of the most important corridors in James City County and serves as the gateway to the Historic Triangle for tourists and prospective businesses alike. The existing natural features (mature trees, rolling topography, etc.) along the right-of-way and in the median set the Historic Triangle portion of the I-64 corridor apart from the much more urban Lower Peninsula. Any development plan should include an active tree preservation program before, during, and after construction. The expansion should be built around the idea of corridor preservation and landscaping as the core design issue. It is recommended that in weighing various design proposals, VDOT explore the tradeoffs between widening the roadway within the median versus widening along the edge of the right-of-way in terms of preserving the natural topography and trees before any final plans are adopted.

JCC supports alternative 1A, but understands that improvements are needed regardless of the alternative chosen. JCC urges the General Assembly and VDOT to address critical transportation infrastructure needs. Transportation should be addressed as a statewide issue rather than a regional or local issue.

Should alternatives 2A or 2B be considered, the draft EIS appears to be incomplete as an analysis of impacts to local roads that would occur as a result of toll diversion has not yet been completed. A number of routes in and thru the County that would be impacted by increased traffic due to toll diversion may currently be at or near thresholds for needed improvements, and it would be important to understand the additional stresses these roads, and the residents and businesses adjacent to them, may experience.

Interchanges. There are four main interchanges that serve areas in James City County: Exit 227-Toano, Exit 231-Croaker, Exit 234-Lightfoot, and Exit 242-Water Country USA/Rt. 199. Great care needs to be taken to ensure the design of the expansion will maintain the functionality of these interchanges. The County recognizes that additional right-of-way may need to be acquired in and around these areas to accommodate redesign. However, these interchanges are located at important areas of the County that will

APPENDIX H: COMMENTS ON THE DRAFT EIS

drive the economic development of County, as well as serve the general population. Designs should accommodate both increased truck traffic, as well as the travel needs of the general population. Tree preservation around interchanges and/or reforestation efforts (both internal and external to the ramps) following construction must be considered (i.e., any areas not paved should be landscaped). Further, fencing within and adjacent to interchanges and BMP's should be black vinyl coated chain link and only used when required. Lighting fixtures should use full cut-off lenses or hoods to eliminate glare or spillover outside the right of way. BMP ponds should use features that deter geese, birds, invasive wildlife and when in the proximity of residential structures, features limiting mosquito infestation should be employed.

Passenger/Freight Rail. The County understands that passenger/freight rail was investigated as a part of this study, but was not chosen to be a part of the development plan. While the County understands that immediate increases in rail infrastructure may not lessen the travel demands along I-64, the County believes that rail transportation is important to consider for the future transportation needs of the Peninsula. Rail has been referenced in the Hampton Roads Transit Vision Plan, and the possibility of passenger rail has been referenced in the 2009 JCC Comprehensive Plan.

Archeology. It appears there is one historic site, identified through JCC records on the attached map, which may be impacted by the proposed expansion. JC297 was identified as the Boswell house on the Gilmer 1863 and 1864 maps. This area has been reported but not field checked. Additional study may be required. 10.1

JCC notes that there is potential for additional archeological sites to be discovered during construction, as there is evidence of historic areas in an around the existing I-64 corridor. JCC encourages continued communication and sensitivity regarding these areas if any are discovered.

Demonstration of innovative preservation designs. The County recommends emphasizing context-sensitive roadway designs. The design should acknowledge the uniqueness of the I-64 corridor and offer a preservation plan to retain the current beauty of the corridor while effectively handling traffic. Should I-64 be widened inward, the additional pavement would greatly decrease the screening between oncoming traffic and diminish the rural beauty of the wooded median. In addition, in areas where Noise Walls are necessary, we ask that aesthetic treatment be part of the design that compliments the rich history of the Historical Triangle and its natural beauty. A copy of the County's sound wall design guidelines has been attached for your reference.

The County reiterates the importance of incorporating the use of a landscape architect and aesthetic treatments into this project. We encourage the expansion to be built around the idea of corridor preservation and landscaping as a core design issue rather than a final hurdle after the expansion is complete. This is an issue of great importance to our community and tourism industry and we are extremely conscious of our aesthetic appearance and wish to hold any disturbance of it to a minimum.

Sincerely,

Doug Powell

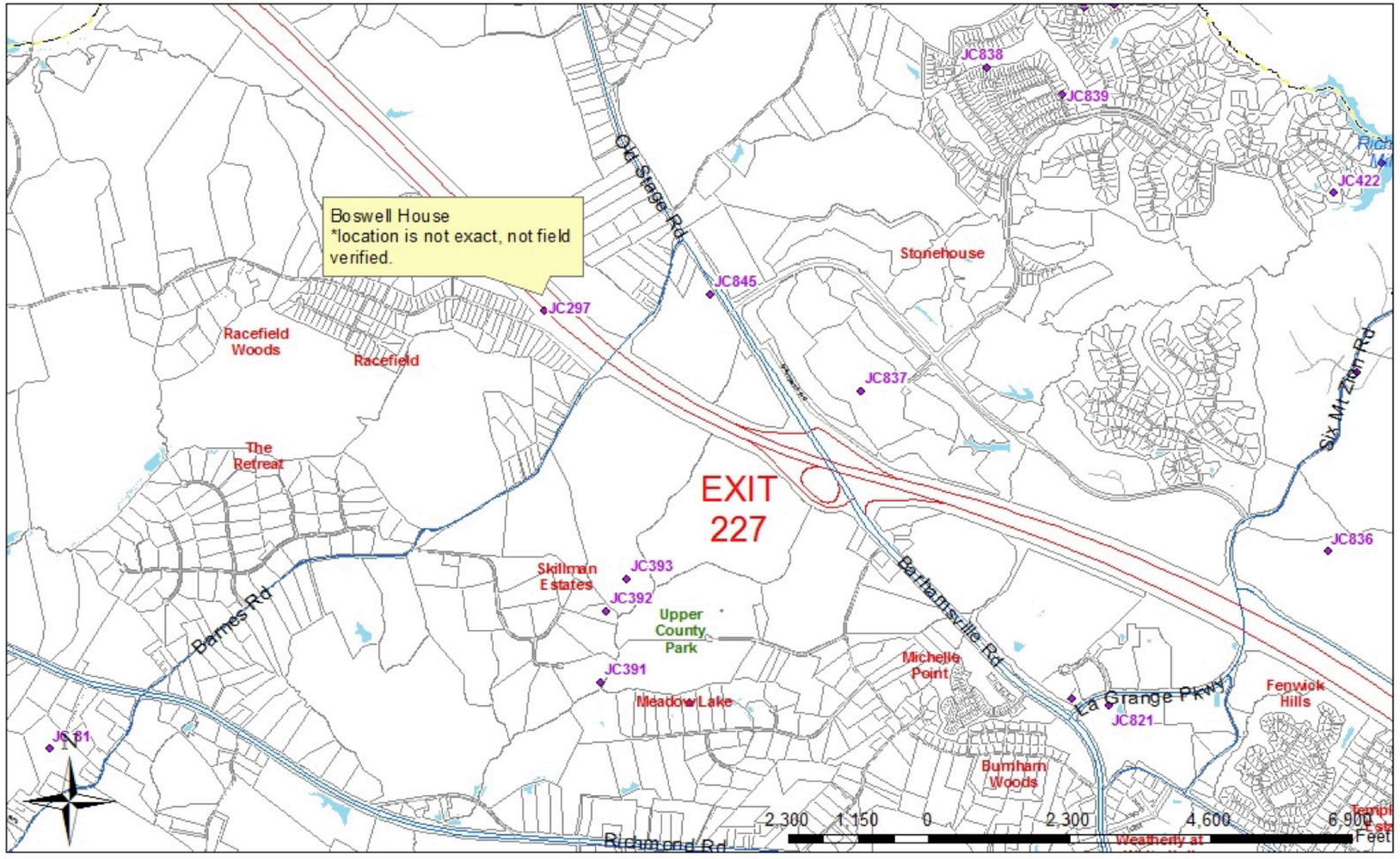
Doug Powell
Assistant County Administrator

Attachments:
1. Sound Wall Design Guidelines
2. JC297 Archeological Map

cc: James City County Board of Supervisors
Allen J. Murphy, Jr., Development Manager
Gregory A. Whirley Sr., VDOT's Commissioner

APPENDIX H: COMMENTS ON THE DRAFT EIS

JC297
Boswell House



APPENDIX H: COMMENTS ON THE DRAFT EIS

James City County Sound Wall Design Guidelines

Highway noise barriers tend to dominate their surroundings since they must be placed close to the roadway, frequently extend for thousands of feet along the right-of-way, and often must be over eight feet in height to be effective. The potential for adverse impact should be minimized by utilizing design principles in the planning process, and by a thorough analysis of the site and existing conditions prior to design.

While it is the intent of James City County to avoid the need for sound walls through effective land use and transportation planning, the need for such facilities may arise as the county grows. When other alternatives have been investigated and the remaining solution is a sound wall the County has created these guidelines to work closely with the Virginia Department of Transportation (VDOT) to establish a set of consistent specifications expected for building sound walls within the County. It is the County's intention to ensure that sound walls within the County are both effective sound barriers and aesthetically pleasing.

PRINCIPLES OF LINE AND FORM

The line and form of a noise barrier are its two most dominant features. The line of a noise barrier is expressed as its outline in plan view, and as its top surface in elevation. Both are equally important visually to the motorist and highway neighbor. Long straight lines are monotonous and make a wall seem longer than it actually is. The effect on the motorist is that of being enclosed, as in a tunnel. High walls adjacent to a roadway tend to create anxiety in motorists - they slow down and unconsciously attempt to move away from the wall. The effect of a high, straight wall on the highway neighbor is that of forced enclosure. Corresponding negative attitudes about the wall may develop particularly if the wall is bare and without visual interest. Therefore the designer should consider the line of the noise barrier as a possible adverse visual impact and examine alternatives for reducing this impact.

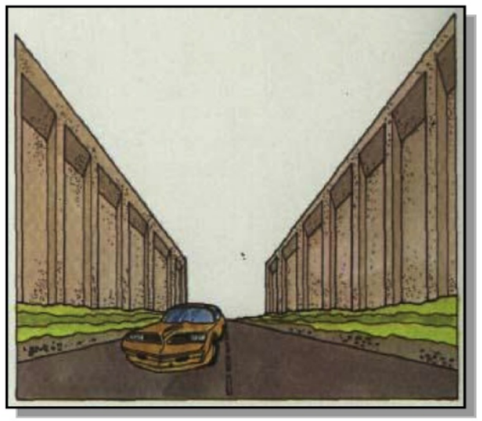


Figure 1 - Tunnel effect of high walls

The line of a noise barrier should reflect similar lines of the surrounding environment. In rolling terrain, a straight line seems out of place and attention is drawn to that line. However, in flat terrain, where the horizon is visible as a straight line and the highway is straight, a straight line in a noise wall may be appropriate. A uniform top line of a wall would be appropriate in this case.

Where horizontal lines are evident in nearby structures, a horizontal line would be suitable in a noise wall. In a situation where the horizon is composed of alternating heights of buildings, an appropriate top line of a wall might vary in height as a reflection of the lines on the horizon.

Horizontal lines within the wall tend to make an object appear longer and lower. Vertical lines with in the wall have the effect of added height and tend to make an object appear narrower. Sound walls tend to be long and high; therefore, both horizontal and vertical lines, if used improperly, may emphasize undesirable features in a wall. Horizontal lines are difficult to utilize in rolling terrain and should be avoided in this situation. Vertical lines should be avoided on extremely high walls. Combinations of horizontal and vertical lines may be effective where extreme height is a visual problem. The introduction of a vertical element is the key to proper visual balance. A vertical line should be distinct and massive enough to register as such. Noise barriers, as strong horizontals, need a correspondingly strong vertical for asymmetrical balance. Strong verticals may be designed into a wall through the use of pilasters, which further serve as structural support.

Plantings can be effective means of emphasizing vertical lines in a noise barrier. Columnar trees can be used even where space is limited. The use of vertical lines in the form of trees or through wall design should be as an accent, a balance with the horizontal. One should not replace predominantly horizontal with predominantly vertical lines. Care should be taken to achieve a balance between the vertical and the horizontal lines in noise barriers.

Sound walls which begin and end abruptly and consist of straight, unbroken lines often appear to be discordant elements in the landscape. These should appear to be a part of the highway scene wherever possible, and not give the impression of being placed as an afterthought. Walls should begin and end in a natural transition from ground plane to the desired height. Where space allows, the best transition is through the use of an earth berm or by tying the wall into the natural hillside. The line of the wall then appears to originate from the landscape.

Figure 2 - Pilasters serve as vertical elements

APPENDIX H: COMMENTS ON THE DRAFT EIS

This may further be avoided by either a gradual tapering of the wall to a point near the ground or by stepping the wall in even increments until a point is reached where the wall is no longer visually dominant. Where possible, walls should tie into existing structures such as bridge abutments, retaining walls, etc., in order to achieve continuity of line.

The line of a wall may vary in plan view in order to reduce the straight line effect. A series of jogs in a wall serve to break the monotony of a straight wall and create pockets which may be used for plantings.

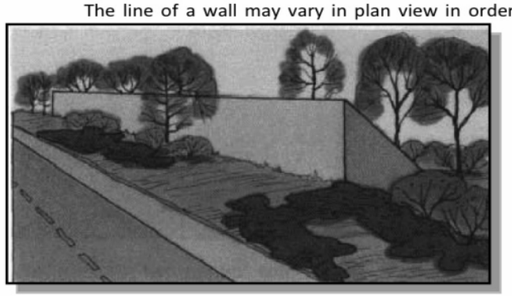


Figure 3 - Lines appear to be part of the landscape

The breaks may further be used as transition points for change in texture, color, or wall height. The line may vary in a curvilinear manner to produce a serpentine wall, which likewise creates visual interest in a wall, and provides the opportunity for planting pockets.

Plantings also may be used to break an undesirable line in a wall. Trees in front of a wall soften the harsh lines; the eye perceives the form and outline of the trees as one with the line of the wall. Vines allowed to grow over a wall will likewise soften an otherwise highly visible hard line. Tree groupings should alternate on both sides of a wall - the viewer becomes less aware of the line of the wall since it becomes part of a composition of forms, rather than a separate element.

Figure 4 - Plant Materials to help soften the wall

GUIDELINES FOR THE USE OF LINE AND FORM

The lines and form designed into sound walls within James City County should mimic the lines and forms in the natural surrounding. If the terrain is rolling hills, then the lines and form of the wall should have horizontal and vertical elements and if the terrain is primarily flat then the design should incorporate predominantly horizontal lines.

PRINCIPLES OF COLOR

Harmonious colors tend to soothe, contrasting colors tend to attract the eye, and clashing colors irritate. A sound wall placed along the highway may evoke similar responses in the motorist, depending upon the colors chosen. The motorist should be directed past a barrier with as little visual disruption as possible, because the primary attention of the driver should be on the road ahead and local traffic conditions. The colors chosen for the barrier should reflect and harmonize with the predominant colors of the highway environment in which it is placed. They should not attempt to match the color of trees, grass, or shrubbery because they are not related to such natural features by form. Rather, harmonious colors should be utilized. When used on structures in the landscape, earth colors (browns and grays of various tones) help to blend the structures into their environment. Structures which utilize these colors seem to belong to the landscape - they appear to be part of the landscape, rather than an unharmonious element added as an afterthought.

Color interest and variety may be achieved through the use of plant materials instead of by direct application on barriers. The added advantage of plantings is in seasonal variation of color. Plants which change color in spring, summer, and fall, when used in conjunction with a barrier, will impart a seasonal variation in the barrier as well. In most cases, the barrier should be of a neutral color which blends with the environment, rather than attracting attention.

GUIDELINES FOR THE USE OF COLOR

The color of sound walls within James City County should be a natural earth tone that blends into the color of the existing terrain but does not match the color of plant materials that are to be placed in front of the wall. The wall should be a neutral color that will help the plant materials placed in front stand out. Walls that are over ten feet in height and one thousand feet in length should incorporate two colors to break up monotony and give the wall some added interest. Incorporating more than two colors should only be applied to walls that are extremely large, and is not recommended for the smaller applications found in James City County.

The color of the plant materials selected to go in front of the walls should compliment but not match the color of the wall. The color of the plants should vary so as the motorist drives along it creates a progression of colors.

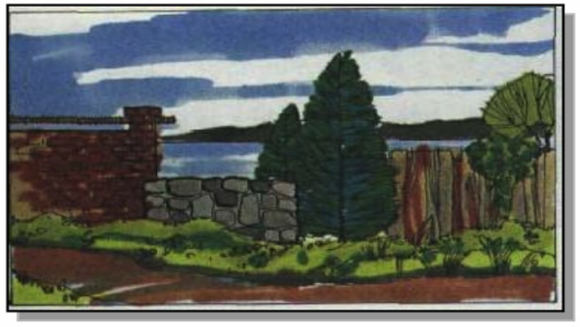


Figure 5 - Tone colors blend the walls with the landscape

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TEXTURE IN WALLS

Figure 6 - A mixture of texture adds interest to the wall

The use of texture on sound walls helps to create a pleasant variety for both the motorist and the resident. A motorist views a barrier at speeds up to 55 mph and has little opportunity to examine details. Most details flash by in a blur. Walls present good opportunities for textural treatment. Texture should be used wherever possible for maximum visual potential. Cast-in-place and precast concrete has flexibility for variations in surface texture. Texture may be created during the casting process or applied afterward.

Exposed aggregate finishes create interesting textures, particularly where coarse aggregate is used in the mix. This is also effective when used alternately with other textures. The added advantage of exposed aggregate is low light-reflectance which helps to reduce the visual impact of the barrier. Wall colors can be varied, depending on the color of the aggregate.

Shadows created in the forming process help to create texture and break up the visual monotony of a plain wall. These may be created through the use of rustication strips placed in the forms, or by variation in the form itself. Horizontal overhangs or vertical jogs in a wall should be deep enough to cast a discernable shadow visible from a distance.

Perhaps the most visually effective method of creating texture in concrete is by using a combination of methods and textures, particularly for long and high barrier walls. Interesting effects may be obtained by varying the texture of a long section of wall; however, textures should be compatible and similar in contrast. Rarely should more than two textures be used on the same wall; the designer should avoid alternating textures in even, repetitive patterns. By varying the textures of the wall and textures of the plant materials the designer can create interest and break up monotony. Sound walls within James City County should be designed so that the texture on the motorist side of the wall is a course texture that can be seen at high speeds and the residential side of the walls should have a fine texture that is easily seen by slow moving pedestrians.

The texture between the plants and the wall should differ slightly and offer some contrast so the plants will stand out and not blend into the wall. Applying too many textures to the same wall can result in cluttered appearance that is not easily ignored by passing motorists. James City County does not recommend using more than two textures on sound walls and using even, repetitive treatment of textures on long walls.

CREATING TEXTURE WITH PLANTS

Each type of noise barrier presents the opportunity for textural variation, which will aid in public acceptance of the barrier. Textural variation in earth berms can, perhaps, be best accomplished through the use of plantings. Plantings on the highway side should be arranged in large groupings or masses of a single plant type, size, or color. Plants with large leaves represent the coarsest textures and should be used "en masse" where this texture is desired. Massing should be in irregular, free-form patterns of varying size, rather than equally spaced and repetitive. There should be a contrast between the texture of the wall and the texture of the plants.

PRINCIPLES OF CONTRAST

A noise barrier may contrast with its surroundings by its line, form, texture, or color. In residential areas, the barrier should be unobtrusive and, therefore, low in contrast. On the highway side, a barrier should blend rather than contrast with the surroundings since high contrast is distracting to the driver. Plantings can either increase or decrease contrast of a noise barrier. Plantings that are similar in form, color and texture to other native plants present in the area help to reduce the contrast of a noise barrier. Plantings that are unique in form or color or that are dissimilar to native plants in an area tend to increase contrast. Likewise, to decrease contrast, plantings should be arranged in informal, natural groupings rather than in obvious, equally spaced, patterns.

Contrast may also be increased or decreased via color of the barrier itself. Where high contrast is desired, lighter colors or wall graphics may be used effectively. Darker, earth colors tend to reduce contrast. The designer should examine the site and surroundings in order to determine the predominant natural colors and choose similar or harmonious colors for the noise barrier where low contrast is desired.

GUIDELINES FOR THE USE OF CONTRAST

Figure 7 - Less contrast would have helped blend this wall into its surrounding

The design of sound walls in James City County should incorporate construction materials and plants that contrast slightly to their surroundings, helping to make the wall seem to be part of the landscape while contrasting enough to make the planting in front of the walls stand out. Line, form, color, and texture all contribute to contrast and each should be considered when choosing construction materials and plants.

APPENDIX H: COMMENTS ON THE DRAFT EIS

PRINCIPLES OF SEQUENCE

Travel on a highway is a continuous, ever-changing experience of vision and motion. A planned sequence of events creates interest for the moving observer; a static event creates monotony. A sound wall can create a pleasant visual experience for the motorist through a progression or planned sequence. The transition from ground plane to maximum barrier height should be a sequence of gradually increasing steps or a continuous sweeping line to help create this effect. A sequential experience may be created through the arrangement of plantings, by a gradual increase in height of trees and shrubs. Plant masses can be used to define a space by becoming, in effect, the walls of the enclosure. Varying the position of these masses with respect to the road creates a succession of confined and relatively open spaces. This pleasant feeling of motion and rhythm imparted to the moving observer tends to dramatize the experience of passing through the space.

GUIDELINES FOR SEQUENCING

A sense of sequencing should be an element of all sound walls within James City County. Sequencing should be designed into the wall and the landscaping. Longer sound walls should have sequencing in the height of the wall and create areas that change the distance from the wall to the road. Indentations in the wall can create attractive niches that help break up the long expanse of wall and add a series of interesting spaces that change as the motorist moves by. Such indentations enable the designer to incorporate sequenced changes to the landscape and wall. Landscaping should be an informal design than changes as you progress along the wall. Groups of trees and shrubs should be utilized, repetitive treatments should be avoided. Treatment should change as the motorist moves along to pull the eye along the progression.

PRINCIPLES OF DOMINANCE

A dominant element attracts attention to itself in a visual scene. A noise barrier should not be the dominant feature along a highway. Dominance of a single element can be reduced through the introduction of other dominant elements which balance each other in the visual composition. Plantings in front of a barrier help to reduce visual dominance, particularly if the plantings are native varieties commonly found or present in an area. Color can also affect dominance. Brighter, contrasting colors make an object more dominant. Subdued, harmonious colors, similar to surrounding colors in intensity, tend to make an object less dominant. Wall design can also affect dominance of a noise barrier. Straight, high walls adjacent to the roadway appear imposing, an encroachment upon the space. Walls which step back in some way relieve this tight constricted feeling, and become less of a dominant element in the highway environment. Similar patterns of dominance occur on the residential side of barriers, with equally similar effects upon the resident.

GUIDELINES FOR DOMINANCE

Sound wall design with in James City County should incorporate construction materials and plantings that reduce the visual dominance of the wall and emphasize the natural terrain and vegetation. The wall can appear to be part of the natural landscape by starting the placement of the wall from a wood line or berm and having the height increase as you progress and then decrease as you come to the end. The configuration of the wall should mimic the natural terrain and the landscaping should mimic the natural vegetation.

PRINCIPLES OF LANDSCAPING

The landscape treatment of sound walls should use plants that are similar to existing vegetation in the area and planted in an informal design that makes the wall appear to be part of the natural landscape. Repetitive uniform plantings should be avoided. Groups of plants placed in an informal pattern that pulls the eye along as you progress is preferred.

GUIDELINES FOR LANDSCAPING

Sound walls built within James City County should always have landscaping installed in front and when possible have tall existing vegetation behind the wall. The County is aware that it is not always possible for enough right of way area to be provided for landscaping. However every effort should be made to utilize as much area for landscaping that is practical. The landscape design should incorporate the design principles of line, form, texture color, dominance, sequencing, and dominance discussed above.

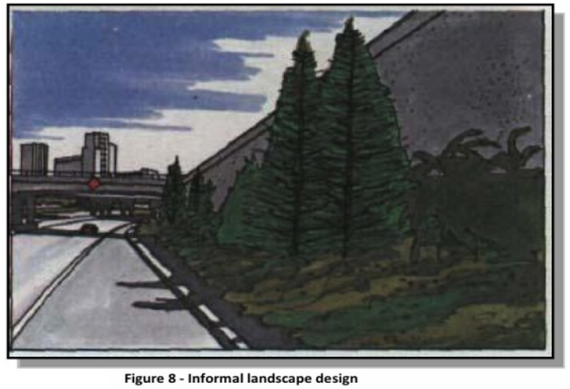

Figure 8 - Informal landscape design

APPENDIX H: COMMENTS ON THE DRAFT EIS

CONSTRUCTION MATERIALS

There are a wide range of construction materials available for sound wall construction, ranging from wood, steel, rock, concrete, concrete block, and precast. All of these materials offer their own aesthetic and sound absorbing or sound reflecting properties. Typically the precast systems offer the most flexibility in design and are most often the most economical choice.

Figure 9 Pre cast concrete systems are economical and attractive and offer a wide variety of styles

CONSTRUCTION MATERIAL GUIDELINES

All sound walls within James City County should utilize the most aesthetically pleasing products that offer suitable sound absorbing properties, and are readily available on the market today. Since sound walls are primary funded by the Federal Government, efforts to keep cost below the $30,000.00 per effected resident standard should be made. James City County would consider any construction material that can provide the proper noise abatement and costs within the proposed budget. Aesthetics should be the primary emphasis when choosing the type of construction material used, with cost also taken into consideration.

CONCLUSION

The intent of these guidelines is to enable James City County to work closely with VDOT through the design process of sound walls. These guidelines will be made available to VDOT so the County's desired treatment of sound walls can be known before the design process begins. Once the design process begins the County shall be active in the public meetings portion. VDOT advertises the public meetings in local newspapers and sends out notices to the effected property owners. The meetings are typically held at local schools. It is the County's intent to have a representative at each of these meetings to advocate the design principles contained in these guidelines. The guidelines are intended to enhance the operation of these meetings by making the County's preferences known ahead of time and to ensure that the design of sound walls with in the county are designed to be efficient sound mitigation facilities that are cost effective and aesthetically pleasing.

The following bullet points summarize the James City County's expectations for the design and construction of sound walls.

- The line and form of sounds walls should mimic the line and form found in the natural landscape making the wall appear to belong as an element of the natural topography.
- Colors in sound walls should be earth tones that blend into the natural surroundings, and no more than two colors should be used.
- Textures used in sound walls should be compatible similar in contrast. Rarely should more than two textures be used on the same wall. The textures of plant materials should contrast slightly with the texture of the wall to make the plants stand out.
- Sound walls should contrast with their surroundings only slightly so the wall blends into the natural landscape. Some contrast between the wall and plant materials should exist to make the plants stand out but not enough to be distracting.
- Sound walls should be designed to create a progression of line, form, color, texture and contrast known as sequencing. Sequencing should add changing interest to the wall and pull the eye along as one progress along the wall.
- Sound walls within James City County should never dominate their surroundings. Sound walls should be designed to reduce the visual dominance of the wall and emphasize the natural terrain and vegetation.
- All sound walls in James City County should have landscaping install in front when possible. Every effort should be made to provide a planting area. The landscape design should incorporate elements of line, form, color, texture, and contrast to reduce the visual dominance of the wall and make it blend into the natural surroundings. Landscaping should soften the wall and create a progression that pulls the eye along as one proceeds.
- Construction materials should be selected based on their aesthetic value and sound absorbing properties. The cost of materials should also be considered and an effort to keep cost below the proposed budget should be made.

APPENDIX H: COMMENTS ON THE DRAFT EIS

From: Paul Holt [mailto:Paul.Holt@jamescitycountyva.gov]
Sent: Monday, March 11, 2013 10:06 AM
To: Smizik, Scott (VDOT); Deem, Angel N. (VDOT)
Cc: Bob Middaugh; Allen Murphy; Jason Purse
Subject: FW: VDOT's I64 Peninsula Study - Solicitation for comments

Ms. Deem and Mr. Smizik, good morning.

In response to your request, James City County (JCC) continues to support maintaining the landscaped median along I-64. To that end, alternative 1A offers the greatest overall benefit to the County. 11.1

Interstate 64 is one of the most important corridors in James City County and serves as the gateway to the Historic Triangle for tourists and prospective businesses alike. The existing natural features (mature trees, rolling topography, etc.) along the right-of-way and in the median set the Historic Triangle portion of the I-64 corridor apart from the much more urban Lower Peninsula. Any development plan should include an active tree preservation program before, during, and after construction. The expansion should be built around the idea of corridor preservation and landscaping as the core design issue. It is recommended that in weighing various design proposals, VDOT explore the tradeoffs between widening the roadway within the median versus widening along the edge of the right-of-way in terms of preserving the natural topography and trees before any final plans are adopted.

JCC supports alternative 1A, but understands that improvements are needed regardless of the alternative chosen and, therefore, would also be very supportive of phased improvements as partial funding became available (e.g., an initial widening improvement from Newport News to Route 199 as a first effort).

If there is anything further that we can provide in support of your request or to assist the CTB, please do not hesitate to contact me.

Paul D. Holt, III, AICP, CNU-A
Planning Director

James City County VIRGINIA Jamestown 1607

101-A Mounts Bay Road
Williamsburg, VA 23185
757.253.6685
email: Paul.Holt@jamescitycountyva.gov
web: www.jamescitycountyva.gov

From: Deem, Angel N. (VDOT) [mailto:Angel.Deem@VDOT.Virginia.gov]
Sent: Monday, March 04, 2013 2:13 PM
To: Deem, Angel N. (VDOT)
Cc: Walton, Richard L., Jr. (VDOT); Smizik, Scott (VDOT)
Subject: VDOT's I64 Peninsula Study - Solicitation for comments

Good afternoon –

As you are aware VDOT is studying potential improvements to the I-64 corridor from I-95 in Richmond to I-664 in Hampton. In connection with this study a Draft Environmental Impact Statement (EIS) has been issued and your comments solicited. All materials are available on the study website - http://www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp. The Commonwealth Transportation Board is now considering the selection of a preferred alternative for this corridor and would be interested in receiving your input on the alternatives presented in the EIS. Your input by/before the end of March would be helpful.

Input on the selection of a preferred alternative can be directed to Mr. Scott Smizik at Scott.Smizik@vdot.virginia.gov.

Thank you for your time.
Angel Deem

Angel Deem
NEPA Location Studies Manager
VDOT, Environmental Division
desk: 804-371-6756
cell: 804-201-1433

APPENDIX H: COMMENTS ON THE DRAFT EIS

From: Tiffany Tran [mailto:ttran@richmondregional.org]
Sent: Friday, February 08, 2013 2:40 PM
To: 'angel.deem@vdot.virginia.gov' (angel.deem@vdot.virginia.gov); Nies, Nicholas; Svejkovsky, Ronald (Ronald.Svejkovsky@VDOT.Virginia.gov)
Cc: 'Mark Riblett' (mark.riblett@vdot.virginia.gov); Dan Lysy; Robert Crum
Subject: Richmond Area MPO Questions for I-64 Peninsula Study DEIS

Good afternoon, Angel

Thank you for your response in confirming the CTB action in the upcoming months for selecting a preferred alternative for the I-64 Peninsula Study. As part of the discussion for our February 14 MPO meeting, we will be asking VDOT and project staff to answer questions posed by our TAC, CTAC and MPO staff in the review of the I-64 Peninsula Study DEIS prior to our selection of a locally preferred alternative (this is also covered in the staff report for the February 14 MPO meeting agenda that was sent out on Tuesday, February 5). These questions need to be addressed before our MPO may move forward to recommend a locally preferred alternative, as the response will be reviewed and considered at the February 21 TAC meeting. Next week, we will be asking the MPO to appoint a TAC subcommittee to review, address and discuss MPO staff, TAC and CTAC comments, questions, and recommendations before developing a report and recommendation for a preferred alternative. The report and recommendation will be submitted to the MPO no later than March 1, 2013 so that the MPO can take action at its March 7, 2013 meeting and submit its recommendation for a preferred alternative to VDOT and the CTB.

I have attached the questions requesting further information from VDOT and project staff to this email with a deadline of February 21, 2013 in order to prevent any delay in our schedule to provide a locally preferred alternative for submission to VDOT and the CTB by the March 20 CTB meeting. Please note VDOT's timely response to staff and MPO Committees comments (attached) is needed for the TAC/TAC subcommittee to provide its recommendation and enable the MPO to take action at its March 7 meeting.

To assist us with meeting this deadline, we request that you provide written responses to these questions by February 21, 2013. If there is concern in meeting this deadline, please contact me as soon as possible. Thank you in advance for your assistance.

Tiffany Tran
Senior Planner
Urban Transportation Planning Division
Richmond Regional Planning District Commission
9211 Forest Hill Avenue, Suite 200
Richmond, VA 23235
(804) 323-2033 Ext. 136

APPENDIX H: COMMENTS ON THE DRAFT EIS

Richmond Area Metropolitan Planning Organization
Request for Additional Information for the I-64 Peninsula Study

The Richmond Area Metropolitan Planning Organization (RAMPO) is requesting additional information on the following questions as presented by the Technical Advisory Committee (TAC), Citizens Technical Advisory Committee (CTAC), and RAMPO staff in response to the review and discussion of the Interstate 64 Peninsula Study Draft Environmental Impact Statement (EIS). These questions need to be addressed by VDOT and the consultant team for the study in order to move forward in the selection of a locally preferred alternative (LPA). The I-64 Peninsula Study will be discussed at the February 14, 2013 RAMPO meeting, and at the February 21, 2013 TAC meeting to develop a report and formal recommendation for the RAMPO Board to assist in the selection of the LPA at the March 7, 2013 RAMPO meeting. Due to the schedule set, RAMPO staff would like these questions addressed by February 21, 2013 at the latest to prevent any delays.

1. Request for further information on the toll diversion analysis, specifically on additional parallel roads besides Route 60 (e.g., state routes 249 and 30) and the impact of each proposed alternative on these roads. **12.1**
2. More detailed explanation of the passenger/freight rail alternative and its elimination from alternatives analyzed due to its minimal impact on the corridor and failure to improve the level of service to level C or above. **12.2**
3. Information on whether overhead gantries and open road tolling or cash and toll plazas would be used if tolls were installed on the corridor as mentioned in Alternatives 2A, 2B, and 3. **12.3**
4. More detailed information on the parcels included in the right-of-way acquisition for the improvements recommended on the corridor as there is little information in the Right-of-Way Technical Memorandum besides number of parcels needed and number of individuals displaced. **12.4**
5. Request to VDOT for further information as to what constitutes a "partial acquisition" of public and private property. **12.5**
6. VDOT is requested to explain the planning level costs being presented for Alternatives 1A, 1B, and 3, which have almost identical cost ranges. Since Alternative 1A provides for an additional outside lane, while Alternatives 1B and 3 provide for an additional lane in the median, the cost for Alternatives 1B and 3 would seem to be significantly less due to lower right-of-way costs, while Alternative 1A would seem to cost significantly more due to right-of-way costs. **12.6**
7. Please provide details for the proposed widening of the I-64 Shockoe Valley Bridge in the City of Richmond. **12.7**

APPENDIX H: COMMENTS ON THE DRAFT EIS

CITY OF RICHMOND
DEPARTMENT OF PUBLIC WORKS

February 13, 2013

Mr. Thomas A. Hawthorne, P. E.
District Administrator
Virginia Department of Transportation
2430 Pine Forest Drive
Colonial Heights, VA 23834

RE: Interstate 64 Peninsula Study (I-64 corridor from I-95 in Richmond to I-664 in Hampton)

Dear Mr. Hawthorne:

Thank you for offering us the opportunity to provide comments on the I-64 Study. The Study includes two interchanges within the city limits, i.e., I-95 (Exit 190) and Mechanicsville Turnpike (Exit 192). The Nine Mile Road interchange (Exit 193) is in close proximity to the city line. Specific comments follow:

- I-95 interchange
  - VDOT is requested to include recommendations from the 2012 I-95/I-64 Overlap Study prepared for by Kimley-Horn and Associates. The Overlap Study recommends improvements for the I-95/I-64 interchange and across the Shockoe Valley Bridge.

13.1

- I-64 between I-95 and Mechanicsville Turnpike
  - The No Build Alternative is not an option given the findings and crashes in the "Traffic / Transportation Technical Memorandum"
    - Main line levels of service (LOS) of "F" for year 2040 from Exit 190-192 *(Tables 29 and 32)*
    - Merge/diverge LOS "F" for EB and WB at Exit 192 *(Tables 47, 48 and 49)*
    - Signal at I-95 SB off ramp and 3rd St. has a "F" LOS. Signal at I-64 WB at Magnolia has a "F" LOS *(Table 53)*
    - Crashes in the city
      - I-64 WB has twice the state average
      - I-64 EB has 1 ½ times the state average

13.2

- Additional right of way required (Table II.3 Interchange Improvement Summary; Table III.A.I Community Facilities and Services; Table III.A.2 Community Facility Impacts by Alternative; Table III.G.1Anticipated Effect Determination for Listed or Eligible Architectural Resources Identified with the Project APE; and Table II. G.3 Anticipated Effect Determination for Archaeological Sites Identified within the Project APE)

P. O. Box 26505 • 900 East Broad Street, Room 704, Richmond, VA 23219 • 804.646.6430 • Fax 804.646.6629 • www.richmondgov.com

- VDOT is requested to provide additional information on these as we are very concerned about taking existing properties for both existing and new developments

13.3

The City is not prepared to support an alternative until this additional information is provided. We welcome the opportunity to continue to work with VDOT on the I-64 Peninsula Study.

Sincerely,

M S Khara

M. S. Khara, PE
City Engineer

Cc: Byron C. Marshall, Chief Administrative Officer
Christopher L. Beschler, Deputy Chief Administrative Officer
Peter Chapman, Deputy Chief Administrative Officer
James A. Jackson, Director of Public Works
Vickey Badger, Principle Planner
Mark Olinger, Director of Planning/Development Review

APPENDIX H: COMMENTS ON THE DRAFT EIS

COUNTY ADMINISTRATOR
James O. McReynolds

BOARD OF SUPERVISORS
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District 4
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District 5

January 2, 2013

Mr. Nicholas Nies
Project Manager
I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, Virginia 23060

Dear Mr. Nies:

The York County Board of Supervisors extends its thanks to you and your colleagues for preparing the I-64 Peninsula Study DEIS and hosting the recent public information meetings. The report is comprehensive, thorough and clearly well-researched.

The Board of Supervisors recognizes the need for improvements to the I-64 corridor, particularly the segments at the eastern end of the study area – i.e., Jefferson Avenue to Route 199/Exit 242 – where heavy traffic volumes can cause congestion and "slow-crawl" conditions throughout the year. These conditions are particularly severe during summer months when the Historic Triangle hosts thousands of visitors who contribute significantly to our local and state economies but whose trips to and from the area cause frustration, anxiety, and perhaps diminish their desire to return or to recommend the area to others as a destination. Clearly, there is a need for additional capacity and, therefore, we do not support the No Build Alternative. 14.1

With respect to the five Build-Alternatives under consideration, York County has long been a proponent – along with other Historic Triangle jurisdictions, institutions and organizations – of capacity enhancements that recognize and protect the aesthetic character of the area and which avoid an urban, treeless, Jersey-barrier appearance. In that regard, our preference would be for a design that places new general purpose lanes to the outside of existing lanes so that the current wide grassed/landscaped/wooded medians can be protected. However, we recognize the that various constraints within the York County segments of the corridor – such as federal property ownership, existing development, environmental characteristics, and right-of-way acquisition costs – likely makes the "outside" lanes alternative impractical. Therefore, for the York County segment of the corridor, we support Alternative 1B – Additional General Purpose Lanes in the Median. 14.2

York County does not favor the use of tolls to finance these improvements. Instead, York County continues to believe it important for the Commonwealth to establish dedicated, reliable, recurring and adequate funding source(s) for this and other much-needed 14.3

224 Ballard Street • P.O. Box 532 • Yorktown, Virginia 23690-0532 • (757) 890-3320
Fax: (757) 890-4002 •TDD (757) 890-3300 • Email: bos@yorkcounty.gov
A Hampton Roads Community

transportation projects. The I-64 corridor is vitally important to the Hampton Roads region, to the military, to regional commerce, and to the entire Commonwealth and we believe that tolling fails to recognize the importance of the corridor to that broader constituency.

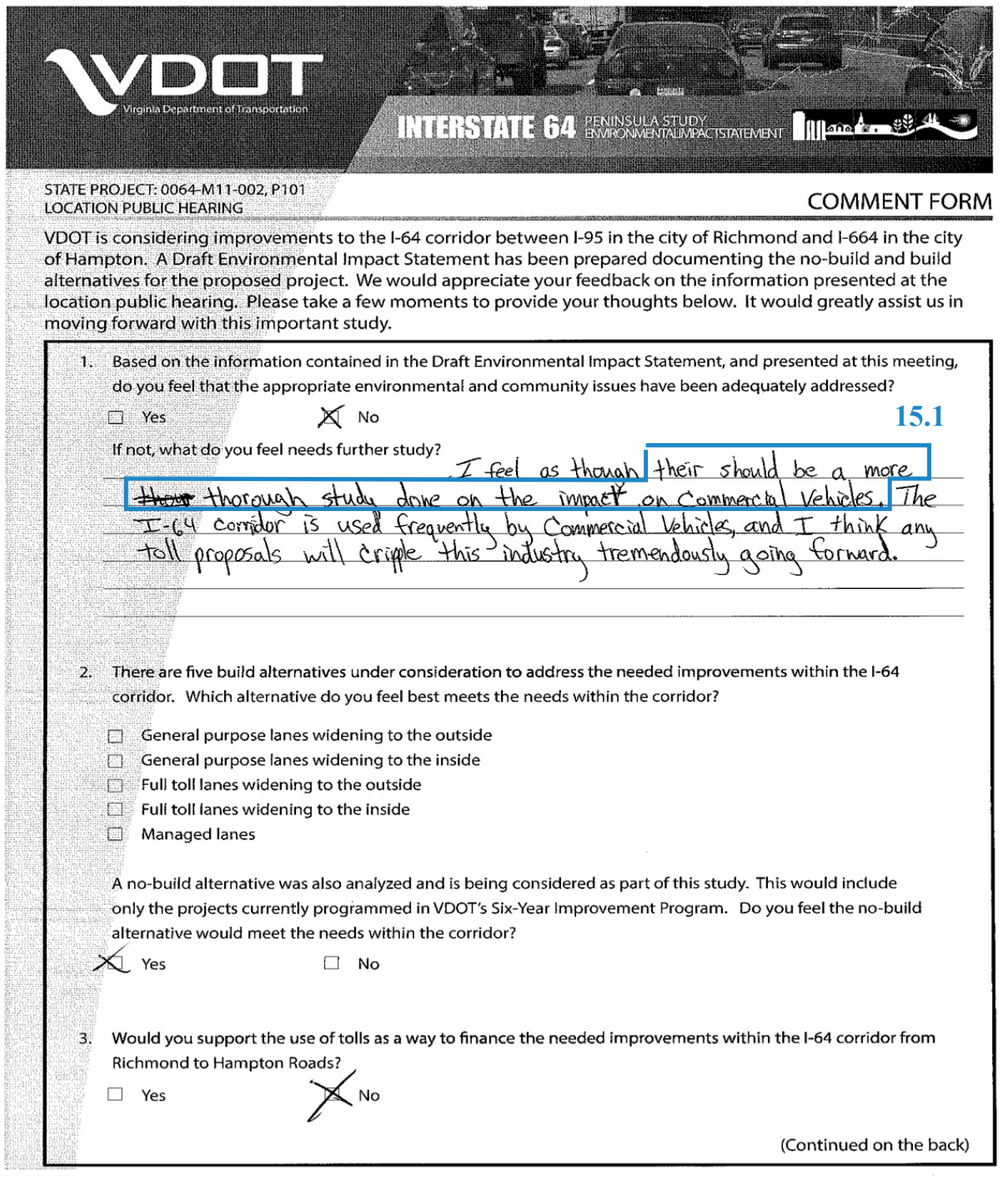
In summary, York County supports the completion of the EIS process, the selection of the Preferred Alternative (Alt. 1B), and the identification of funding sources that do not involve or require the establishment of tolls.

Thank you for the opportunity to offer these comments.

Sincerely,

Walter C. Zaremba, Chairman
York County Board of Supervisors

APPENDIX H: COMMENTS ON THE DRAFT EIS



VDOT Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☐ Yes ☒ No 15.1

If not, what do you feel needs further study?

I feel as though their should be a more ~~thour~~ thorough study done on the impact on Commercial Vehicles. The I-64 corridor is used frequently by Commercial Vehicles, and I think any toll proposals will cripple this industry tremendously going forward.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

- ☐ General purpose lanes widening to the outside
- ☐ General purpose lanes widening to the inside
- ☐ Full toll lanes widening to the outside
- ☐ Full toll lanes widening to the inside
- ☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☒ Yes ☐ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes ☒ No

(Continued on the back)

6. How useful did you find the displays for understanding the study?

The displays contained plenty of information, but questions had to be asked in order to define certain words & terms (ie; Parcels)

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.

Impact on Commercial Vehicles

Please provide your name and address (optional)

Name: George Berry
Email: Mr.Gberry@Gmail.com
Address: 1511 wingfield ave. Chesapeake, VA. 23325
Phone:

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

APPENDIX H: COMMENTS ON THE DRAFT EIS

From: "mcanty" <almcanty@cox.net>
To: hrbtcomments@vaprojects.com
Sent: Wednesday, December 19, 2012 8:23:37 AM
Subject: widening of 64 form Hampton to Richmond

Yes there is a need to expand Rt. 64 to three lanes from Newport News To Lightfoot. There is no need to expand it after Lightfoot. I request a specific traffic study from Lightfoot exit to the airport exits to see the volume. I have travelled that roads hundreds of time and the volume is appropriate for 2 lanes. There is no need for 3 lanes. Remember the expansion of 460 on the South side should ease traffic on 64. Please keep that it mind with your planning.

16.1

The most important thing that is needed is a redesign of the Fort Eustis exit which is dangerous. That should be a high priority and done immediately even if 64 is not expanded. A redesign of the west bound Humesline parkway exit which is also dangerous.

I can not support funding of any kind to expand Rt. 64 after Lightfoot exit.

Thank you,
A.Canty
107 Ferrier pl.
Yorktown, VA 23693

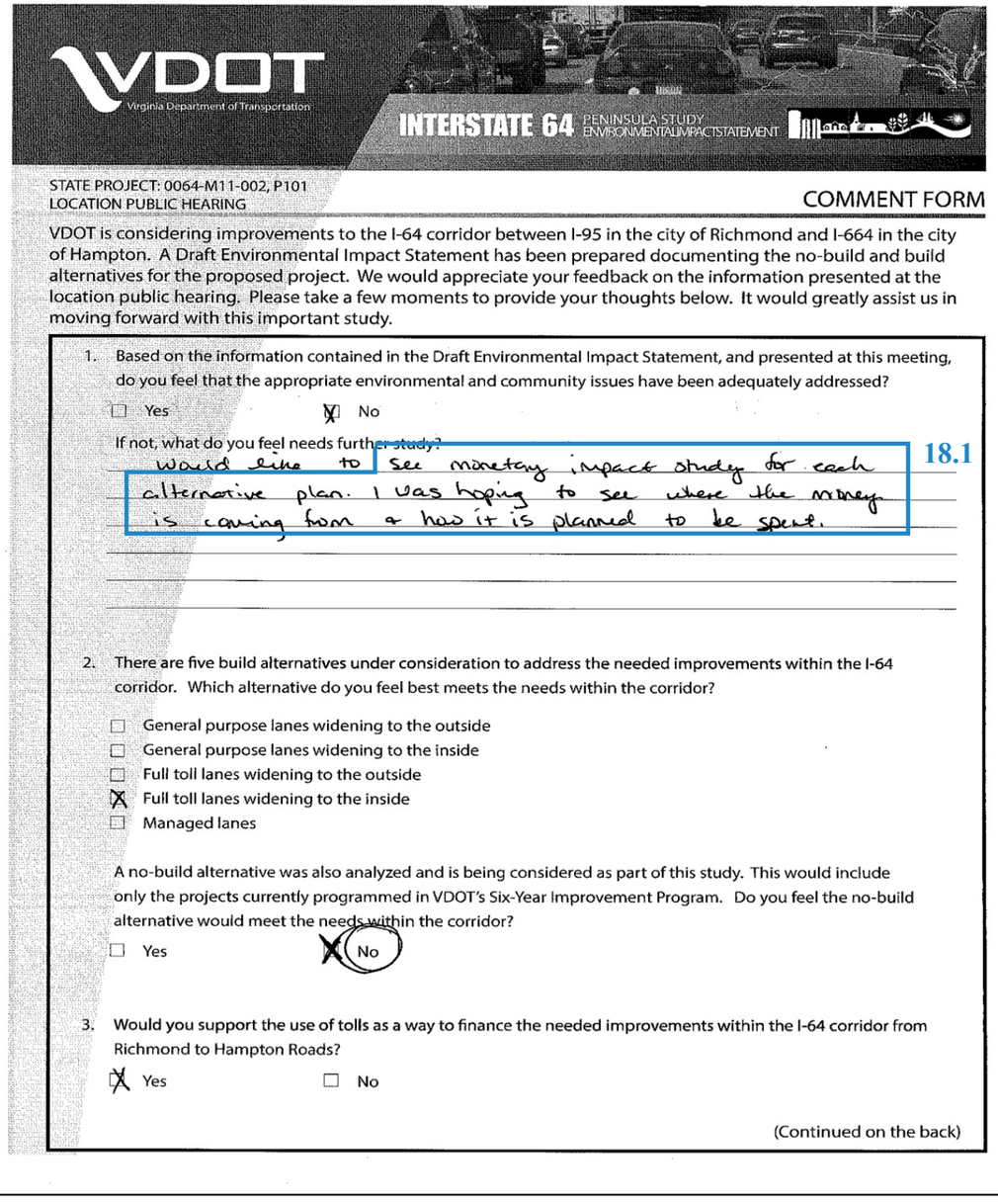
From: Don Cherry [mailto:cherries@cox.net]
Sent: Monday, December 10, 2012 4:38 PM
To: Jack, Adam J. PE (VDOT)
Subject: Input

Nothing needs to be done on I – 64 at present except the widening of I – 64 between Ft. Eustis and Patrick Henry exits at this time. This is the most immediate problem and should be addressed now with reconfiguration of the interchange at Ft. Eustis done later as money permits. The pull over lanes should be converted to travel lanes certain times of the day to avoid the back-up of traffic in both directions. It is routine for traffic to back up about 10 miles to the western most 199 interchange at Lightfoot during the summer. Once Alt. 460 is opened in 2017 or 18 the traffic will be alleviated on I – 64 significantly.

17.1

Jack. please forward for comment on I – 64 meeting.
Rusty Cherry
757-253-2222
cherries1@cox.net

APPENDIX H: COMMENTS ON THE DRAFT EIS



VDOT
Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☐ Yes ☒ No

If not, what do you feel needs further study?

would like to see monetary impact study for each alternative plan. I was hoping to see where the money is coming from & how it is planned to be spent. 18.1

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside
☐ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☒ Full toll lanes widening to the inside
☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes ☒ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☒ Yes ☐ No

(Continued on the back)

6. How useful did you find the displays for understanding the study?

useFull

7. What other information would you like to know?

Costs & where the money is coming from: Federal, State, County & which of each budget is being affected.

Please provide any additional comments you would like the study team to have.

I felt everyone representing the study was very friendly, aggressive in wanting to explain in detail the information in the booklets & the billboards. Thank you for spending your evening educating the public.

Please provide your name and address (optional)

Name: _____ Email: _____

Address: _____ Phone: _____

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

APPENDIX H: COMMENTS ON THE DRAFT EIS

STATE PROJECT: 0064-M11-002, P101
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1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☐ Yes ☒ No

If not, what do you feel needs further study? 19.1

The impact of construction woes will have on existing business that affect Williamsburg economy, for example Busch Gardens, Outlets both having current fiscal concerns. The possible spillage to predominately family community roadways such as 199 or Route 5. Everyday travellers that use this roadway to reach work certainly can't withstand tolls.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☒ General purpose lanes widening to the outside
☐ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☐ Full toll lanes widening to the inside
☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes ☐ No ☒ Not sure

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes ☐ No ☒ Depends on free location and how much mileage the toll will cover.

(Continued on the back)

6. How useful did you find the displays for understanding the study?

Okay, but the engineer was much better as he explained the general questions

7. What other information would you like to know?

Covered

Please provide any additional comments you would like the study team to have.

Please make public meetings more widely spread in unusual medias.

Please provide your name and address (optional)

Name: _____ Email: _____

Address: _____ Phone: _____

_____

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses

Filter Responses | Download Responses | View Summary »

Displaying 37 of 39 respondents « Prev | Next » Jump To: 37 Go »

Respondent Type: Normal Response
Collector: New Link (Web Link)
Custom Value: *empty*
IP Address: 98.166.5.125
Response Started: Monday, January 7, 2013 10:28:38 AM
Response Modified: Monday, January 7, 2013 10:53:36 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No

With the financial closing of the US 460 toll road project, I believe that the need for a concurrent expansion of I-64 needs reevaluation. The traffic volume projections on the new 460 make a weak case for its construction, but allowing I-64 to become more congested could provide an incentive to southside Hampton Roads travelers to re-route to 460, a parallel route to Richmond and points west. That possibility appears not to have been a part of the DEIS considerations.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

Full toll lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

Although tolling is not my favorite solution to our transportation challenges, I could support some route-specific user fee for partial funding. HOT lanes would provide consumers a choice between sitting in traffic during times of peak use or paying for "head of the line" privileges. We cannot, however, pave our way out of congestion, and as I stated in response to Question 1 the "done deal" on US 460 redefines the "no-build" context in a way that the DEIS did not take into account. Certainly, driving southside Hampton Roads traffic toward US 460 will not mitigate all congestion issues, particularly those within the Hampton-Newport News segment of I-64, but it could be a significant factor west of Newport News for travelers headed to Richmond and beyond.

20.1

8. Please provide your name and address (optional)

Name: - Mark Geduldig-Yatrofsky
Address: - 2713 Sterling Point Drive, Portsmouth, VA 23703
Email: - magyforthepeople@cox.net
Phone: - 7578199041

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvczKIWy7oM9FBTBwPfP9z049fFM... 1/1

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

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1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☐ Yes ☒ No

If not, what do you feel needs further study?

Was the need for additional basins in the median included in the costs if the option is chosen to widen on median side?

21.1

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside
☒ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☐ Full toll lanes widening to the inside
☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes ☒ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes ☒ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?

Excellent

7. What other information would you like to know?

Cost breakdown for estimates shown on displays (in general the costs, say for RW, stormwater, etc)

Please provide any additional comments you would like the study team to have.

Widening to the median side should be much less expensive, in most areas, I would think.

Please provide your name and address (optional)

Name: Debra Gillilan

Email: Debra.Gillilan@vdot.virginia.gov

Address: 3236 Reades Way
Wmsbg, VA 23185

Phone: 804-786-1042 work

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

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Browse Responses

Filter Responses | Download Responses | View Summary »

Displaying 35 of 39 respondents « Prev | Next » Jump To: 35 Go »

Respondent Type: Normal Response
Collector: New Link (Web Link)
Custom Value: *empty*
IP Address: 174.66.17.102
Response Started: Sunday, January 6, 2013 6:17:56 PM
Response Modified: Sunday, January 6, 2013 7:08:47 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

Showed details the web lacked do to size of display online. The web need a button to enlarge the diagrams.

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

This construction should be done by wholly owned USA companies. The tolls should be maintained by VDOT and have no foreign involvement. The option that widens outside is not practical. This leaves a grassy median to be maintained at a cost. The option to widen inside would remove the same amount of greenery and there would only be the shoulders to maintain. Remove the west bound left exit to route 143 Exit 243B. Combine this exit with 243A to Bush Gardens. Currently during evening rush hour, this left exit causes a slowdown in the left westbound lane as exiting cars slowdown and move to the left lane to exit. This slowdown can be as far back as a mile slowing from 70 down to 55 at the exit. 22.1

8. Please provide your name and address (optional)

Name: - Roy Hartley
Address: - 3517 Hunters Ridge
Email: - royer.hartley@cox.net
Phone: - 757-229-9534

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13 Survey Results

Browse Responses

Filter Responses | Download Responses | View Summary »

Displaying 3 of 39 respondents « Prev | Next » | Jump To: 3 Go »

Respondent Type: Normal Response
Collector: New Link (Web Link)
Custom Value: *empty*
IP Address: 198.252.240.2
Response Started: Tuesday, December 11, 2012 6:53:40 AM
Response Modified: Tuesday, December 11, 2012 7:29:18 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No

23.1

There is not enough information on the toll options versus the impact on Economic Development and lost tax revenue. Also, what are the impacts if nothing is done? Everything sits as 0 as if nothing changes but the congestion does have an impact on the environment, and cost economic cost to the communities impacted.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

Would like more detail information.

6. What other information would you like to know?

23.2

Please identify the level of impact to the historical and archeological resources. Is it impact actual buildings and dig sites or just properties encumbered with historical resources with no disruption to the properties? Also how will run-off be treated around the reservoirs and other environmentally sensitive areas? Why was only express and truck lanes examined as an alternative but not the adidtion of express rail or other rail transit?

23.3

23.4

7. Please provide any additional comments you would like the study team to have.

The widening should have been planned and designed decades ago. The project team should work closely with local planners to ensure negative community impacts are negligible. There might be portions of the project that warrant building in the existing median (b1) and portions that require building on the exterior (b2) especially near overpasses or important resources. The project should also consider additional ingress/ egress improvements to include new and/or improved interchanges such as the Armistead/ LaSalle/ King Street areas of Hampton and Denbigh Boulevard in Newport News. Such improvements are critical to the interstate's functionality, local road conditions and redevelopment opportunities.

23.5

8. Please provide your name and address (optional)

Name: - A. Jordan
Address: - 144 Hampton Roads Ave
Email: - amybutl@msn.com
Phone: - 757-728-5147

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvczKIVb%2bMfEB5ZTZ301jPqYKdz... 1/1

Help create a better transportation future for Virginia

Insanity is making the same mistake over and over and expecting a different result. This saying is particularly appropriate when considering current plans to widen I-64 by two to six lanes between Newport News and Richmond.

Anyone who thinks this $7,300,000,000 undertaking would "provide for increased capacity in order to reduce traffic delays"—the project's main reason as stated by VDOT—must not have attempted to drive on the 10, 12, or even 21-lane "freeways" in and around Washington, D.C., Atlanta, Boston, New York, Dallas, Los Angeles, or any of the other U.S. cities that have tried to widen their way out of traffic congestion. These roadways are not free, and they increasingly fail to provide the free mobility implied by their name.

Widening highways to reduce congestion is a failed approach that has rightly been compared to a fat man trying to lose weight by loosening his belt. Independent studies—as well as most everyone's personal experience behind the wheel—show that widening existing highways consistently leads to urban sprawl and even more traffic. Indeed, this "induced" or "generated" traffic consumes 10-50% of new road capacity almost immediately, and 50-100% of new capacity within 4 to 7 years.

We all know how this will go, right? Taxpayers will shell out $7.3 billion to widen I-64 from 6 lanes to 12 lanes between Newport News and the Ft. Eustis exit, and from 4 lanes to 6 or 7 lanes between Ft. Eustis and the I-64/I-295 interchange outside Richmond; to replace all 109 major bridges along the 75-mile stretch; and to rebuild or reconfigure each of the 25 interchanges. (The $7.3 billion will likely grow to $8 billion, then $10 billion—we all know how that goes, too.)

Traffic congestion will ease for a few years, then, due to the reduced congestion, new developments will begin to spread west from Williamsburg and east from Richmond, springing up around Croaker, Bottoms Bridge, Toano, Providence Forge, and West Point; and within the hardwood forests and pristine shorelines of the James and York rivers in Charles City, New Kent, and Henrico counties. *Chickahominy Commons—Easy Freeway Access! If you lived here, you'd be home by now!*

Then, to meet the needs of the new residents, big-box stores, convenience marts, and auto dealerships will begin to sprout up at many of the interchanges. Within a few years, traffic on I-64 will again be at a standstill during peak hours, stranding our tourists, while what is now a rural area inhabited by people living off the land and water will become yet another low-density string of bedroom communities whose residents will be forced to suffer the average American's 443 hours per year behind the wheel of a car, stuck in traffic.

Farmers, loggers, and watermen; along with owners of local groceries, hardware stores, gas stations, and hunting and fishing outlets, will see traffic thicken on their once-quiet country roads, and watch as their home-grown businesses go belly up, replaced by the big-box store at the nearest I-64 crossing, filled with products made in China.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Everyone along the corridor will also be subjected to greater air pollution and noise, and suffer from the loss of trees and wetlands. It's remarkable how little attention VDOT's planning documents pay to these concerns—particularly given the importance of the region's rural character to its draw as a tourist destination. The plan calls for 7.5 miles of sound barriers, either way too many or not nearly enough. The 67-page "Alternatives Development Technical Memorandum" doesn't use the word "tree" once, or "forest," or "creek" (except when referring to place names). What locals call Queens Creek VDOT refers to as the "waterway adjacent to Camp Peary."

Widening the current 4-lane highway to 6, 7, or 12 lanes will provide only a few years of respite from traffic, while directly and forever impacting two historic districts, seven archeological sites, and five battlefields—the very things that draw tourists here. Isn't it about time that we realize that being here is just as important as getting here, and that arriving in the Historic Triangle via a giant ribbon of concrete risks killing the goose that lays the golden egg of historical tourism?

If widening the highway isn't the answer, what is? The most promising alternative is enhanced and expanded passenger rail service. VDOT excludes rail from its current plan, claiming that a high-speed line between Hampton Roads and Richmond would fail to reduce the congestion on I-64 because it's mostly due to summer weekend traffic rather than weekday commuters. But, given rising gas prices and concerns with air pollution and climate change, who's to say that visitors wouldn't prefer to arrive at our historic destinations by train if we invested in an efficient, affordable rail line rather than a wider highway? Amtrak just broke another ridership record in 2012, carrying more than 31.2 million passengers nationwide and seeing a 4.8% increase in ridership, up to 11.4 million, on its Northeast Corridor. 24.1

Studies show that rail improvements are less expensive than highway widening, and, perhaps most importantly, rail also encourages smart, concentrated growth rather than urban sprawl. Given the proper marketing, rail travel could even be a draw in and of itself—a relaxing mode of transportation to help visitors acclimate to the relaxed pace of our historical attractions, and one that is itself historical, with the first train appearing in the Commonwealth in 1831.

We must—for the sake of ourselves, our environment, and our children—start thinking outside "the "more and wider highways" box that continues to dominate discussions of transportation in Richmond and the Commonwealth. Wider highways only bring more congestion. We need smarter, more sustainable solutions to truly solve Virginia's long-term transportation issues, and improved rail service is a good place to start.

If you are interested in helping to create a new and better transportation future for Virginia, I urge you to attend Tuesday night's public hearing on the future of the I-64 corridor, which runs from 5-8 p.m. at Bruton High School at 185 East Rochambeau Drive in Williamsburg. Unfortunately, you won't be able to get there by rail or bus.

David Malmquist
109 Charles River Landing Road
Williamsburg, VA 23185
757-259-1151

VDOT Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☐ Yes ☒ No

If not, what do you feel needs further study?

The Chickahominy River, and Chickahominy Lake at Walker's Dam, are public drinking water source. Neither of these critical natural resources has been identified or addressed. See, for example, pages 26-32 of the Natural Resources Technical Memorandum. 25.1

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside
☐ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☐ Full toll lanes widening to the inside
☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes ☒ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☒ Yes ☐ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?

very

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.

Please provide your name and address (optional)

Name: Donald Rice

Email: drice@nngov.com

Address: Newport News Waterworks
700 Town Center Drive
Newport News, VA 23607

Phone: 757-926-1095

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

VDOT Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☑ Yes ☐ No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside
☐ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☐ Full toll lanes widening to the inside
☐ Managed lanes

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☑ Yes ☐ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes ☑ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?

VERY USeFUl to make an assessment

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.

I have attached a copy of the report I sent to the City Representatives and employees.

I have addressed what I think a solution to the congested transpntation is.

Please provide your name and address (optional)

Name: Donna Sayegh

Email: bethlehem2008@aol.com

Address: 3104 GARland DR. Portsmouth, VA 23703

Phone: 757 638 3759

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

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From: Donna S. <bethlehem2008@aol.com>
To: kwarren <kwarren@prha.org>; brussof <brussof@portsmouthva.gov>; godfreyb <godfreyb@portsmouthva.gov>; dmeeks <dmeeks@empiremetalcorp.com>; rowej <rowej@portsmouthva.gov>; wiksong <wiksong@portsmouthva.gov>; swindellc <swindellc@portsmouthva.gov>; moodyw <moodyw@portsmouthva.gov>; pdcherry84 <pdcherry84@yahoo.com>; whited <whited@portsmouthva.gov>; randallm <randallm@portsmouthva.gov>; edmondsc <edmondsc@portsmouthva.gov>; gwaltneyb <gwaltneyb@portsmouthpartnership.org>; edmondsonf <edmondsonf@portsmouthva.gov>; watsonb <watsonb@portsmouthva.gov>; smallp <smallp@portsmouthva.gov>
Subject: Transportation meeting 12 12 12 in Newport News
Date: Thu, Dec 13, 2012 6:57 am
Attachments: VDOT_Survey_12_12_12_pg_1.pdf (807K), VDOT_Survey_12_12_12_pg_2.pdf (601K), VDOT_Impact_study_12_12_12.pdf (825K)

Good Morning, Representatives of
Our City and Employees:

There was a transportation meeting at
700 Town Center Drive in Newport News,
Virginia last night.

I didn't see any Transportation Liason from the
City there last night. Was one there? Who is
the City's Transportation Liason?

VDOT provided the citizens an opportunity
for input into the results of the I-64
Peninsula Study Team done by McCormick Taylor,
Inc. from Glen Allen, Virginia.

The Study listed the purpose and what the
current impact of I-64 from Richmond to the Peninsula.
They listed 5 alternatives for building improvements.
They also listed an option of: No build. The cost
will range from $4.3 B - $7.3 Billion to build.

The Study also listed the categories of elements
that would be impacted by construction of the
Improvement to the I-64 Corridor from Richmond
to the Monitor-Merrimac Tunnel in Newport News.

The Study done was excellent. The information was
thorough. The represenatives from VDOT were friendly
and glad to explain the details.

Here are some issues assessed at this meeting:

1) There is absolutely NO MONEY in the State
treasury to pay for this 5 phase project.
2) There is a Gridlock at the MM Tunnel now with
2 lanes; there will be a worse Gridlock at the Tunnel
with 4 lanes going into the tunnel.
3) Tolls are going to be charged all over the
Hampton Roads area to keep people from trying to
find ways to avoid the tolls.
4) There has been a change in gas taxes providing
revenue for the highways because of new cars having
greater mileage per gallon of gas.
5) New cars are now becoming electric or hybrids,
gas and electric, which will further decrease tax revenue.
6) With the Federal regulations for the state to get money,
every law has to be fulfilled before money is obtained.
7) Nothing was addressed about the Tunnel's ability to
widened.

12/13/2012

APPENDIX H: COMMENTS ON THE DRAFT EIS

Mark attended as well. He may be able to provide additional information.

My suggestion is this:

Bring the fleet of Car ferries back into service. 26.1
We are the First Settlers. We used ferries for transportation from the very beginning of our existence here in Virginia. As you know, Portsmouth was settled around 1620.

We allowed the State to seize the ferries and never got them back.

We are fighting the state about the NoTolls issue. How can we afford more taxes from our City, State and Federal Governments.

I have attached a copy of the survey and a copy of the Impact spreadsheet.

Go on line to get more information or you can call Dennis Heuer, Hampton Roads District Administrator at 757-925-2511.

If you have any questions or comments, please let me know.

Sincerely,

Donna Sayegh
757-638-3759

12/13/2012

VDOT Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

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☐ Yes ☑ No

If not, what do you feel needs further study? 27.1

Alternate Roadway 45:Rt 143 or 60

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside
☐ General purpose lanes widening to the inside
☑ Full toll lanes widening to the outside
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☑ Yes ☐ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☑ Yes ☐ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?

Showed what was considered

7. What other information would you like to know?

How Long would it Take VDOT To Do This

Please provide any additional comments you would like the study team to have.

Consider useing 143/60 upgrade To Interstate Standards

Please provide your name and address (optional)

Name: Reuben Shepelt Email: r133715@hotmail.com

Address: 6 Saxon Ln Phone: 757 881 9207

NN

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
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☐ Yes ☒ No

If not, what do you feel needs further study?

- we are extremely concerned with safety if tolls are to be implemented along 64.
- were states like NJ, NY, CT investigated regarding accidents related to toll booths?
- a tax on fuel would not cause bodily injury as the toll roads of NJ GSP demonstrate

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

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☐ Yes ☒ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
good graphics that demonstrate project objectives

7. What other information would you like to know?
studied statistics re: other states considering toll road accident rates already exist see GSPNJ for example overflow to other roads ~~ensure~~ when vehicle avoids toll road- was this studied? 28.1

Please provide any additional comments you would like the study team to have.
study the accident + death statistics from states with tolls in place - NJ, NY, etc. no one gets injured with a tax on fuel, for ex. + lives lost are not worth the money gained
would eminent domain be used to widen 64?

Please provide your name and address (optional)
Name: Rob + Susan Stephens Email:
Address: 3036 So. Freeman Rd Phone: 757-846-8191
Williamsburg VA 23185

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

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c/o McCormick Taylor, Inc.
North Shore Commons A
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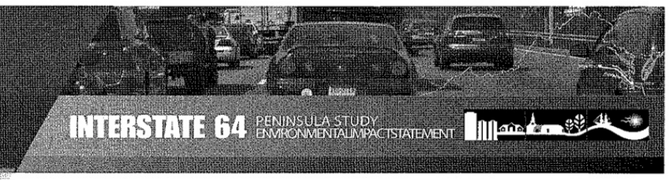
should be on separate sheet not on comment pg. - need to take home this info.

VDOT Virginia Department of Transportation



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1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
☐ Yes ☒ No
If not, what do you feel needs further study?
- IMPACT ON HISTORIC RESOURCES 29.1
- LANDSCAPING IN TOURISM AREAS 29.2

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
☒ General purpose lanes widening to the outside IF ROW AVAILABLE
☐ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☐ Full toll lanes widening to the inside
☐ Managed lanes

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☐ Yes ☒ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?
☒ Yes ☐ No
IF PART OF STATEWIDE TOLL PLAN FOR INTERSTATES

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?

USEFUL

7. What other information would you like to know?

WILL LANDSCAPING BE INCLUDED IN ENGINEERING DESIGN?

Please provide any additional comments you would like the study team to have.

Please provide your name and address (optional)

Name: SUSAN B. WANNER

Email: SWanner@historictriangle collaborative.com

Address: 5546 River View Road
Williamsburg VA 23188-6781

Phone: 757-879-5153 (C)

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

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